



This is a digital copy of a book that was preserved for generations on library shelves before it was carefully scanned by Google as part of a project to make the world's books discoverable online.

It has survived long enough for the copyright to expire and the book to enter the public domain. A public domain book is one that was never subject to copyright or whose legal copyright term has expired. Whether a book is in the public domain may vary country to country. Public domain books are our gateways to the past, representing a wealth of history, culture and knowledge that's often difficult to discover.

Marks, notations and other marginalia present in the original volume will appear in this file - a reminder of this book's long journey from the publisher to a library and finally to you.

### Usage guidelines

Google is proud to partner with libraries to digitize public domain materials and make them widely accessible. Public domain books belong to the public and we are merely their custodians. Nevertheless, this work is expensive, so in order to keep providing this resource, we have taken steps to prevent abuse by commercial parties, including placing technical restrictions on automated querying.

We also ask that you:

- + *Make non-commercial use of the files* We designed Google Book Search for use by individuals, and we request that you use these files for personal, non-commercial purposes.
- + *Refrain from automated querying* Do not send automated queries of any sort to Google's system: If you are conducting research on machine translation, optical character recognition or other areas where access to a large amount of text is helpful, please contact us. We encourage the use of public domain materials for these purposes and may be able to help.
- + *Maintain attribution* The Google "watermark" you see on each file is essential for informing people about this project and helping them find additional materials through Google Book Search. Please do not remove it.
- + *Keep it legal* Whatever your use, remember that you are responsible for ensuring that what you are doing is legal. Do not assume that just because we believe a book is in the public domain for users in the United States, that the work is also in the public domain for users in other countries. Whether a book is still in copyright varies from country to country, and we can't offer guidance on whether any specific use of any specific book is allowed. Please do not assume that a book's appearance in Google Book Search means it can be used in any manner anywhere in the world. Copyright infringement liability can be quite severe.

### About Google Book Search

Google's mission is to organize the world's information and to make it universally accessible and useful. Google Book Search helps readers discover the world's books while helping authors and publishers reach new audiences. You can search through the full text of this book on the web at <http://books.google.com/>



EIGHTH ANNUAL REPORT  
OF THE  
BOARD OF DIRECTORS  
OF THE  
PENNSYLVANIA COMPANY,  
TOGETHER WITH THE  
COMPTROLLER'S STATEMENT.

STANFORD LIBRARY

*FOR THE YEAR ENDING DECEMBER 31, 1879.*

PHILADELPHIA:  
Review Printing House, N. W. Corner Fourth and Walnut Streets.  
1880.

133574

YHAYBL: OSOMAT2

DIRECTORS  
OF THE  
PENNSYLVANIA COMPANY

FOR 1880--1881:

GEORGE B. ROBERTS,  
J. N. McCULLOUGH,  
WILLIAM THAW,  
THOMAS D. MESSLER,  
HENRY H. HOUSTON,  
WISTAR MORRIS,

SAMUEL M. FELTON,  
HENRY M. PHILLIPS,  
JOSEPH N. DU BARRY,  
JOHN PRICE WETHERILL,  
A. J. CASSATT,  
JOHN P. GREEN.

---

*President,*  
GEORGE B. ROBERTS.

*1st Vice-President,*  
J. N. McCULLOUGH.

*2d Vice-President,*  
WILLIAM THAW.

*3d Vice-President, and Comptroller,*  
THOMAS D. MESSLER.

*Treasurer,*  
WILLIAM H. BARNES.

*Secretary,*  
CLIFFORD STANLEY SIMS.

*General Manager,*  
J. D. LAYNG.



PITTSBURGH, May 31st, 1880.

*To the Stockholders of the*

*Pennsylvania Company :*

Your Board of Directors submit herewith their report of the affairs of the Company for the year ending December 31st, 1879.

The following statement will show the net result to the Company in operating its leased roads, its income from the Union Line Bureau, and from miscellaneous sources, the charges against the same for the year, and the resulting profit; also the credits and charges to Profit and Loss for account of the business of previous years, and the state of that account at the close of the year 1879, viz. :

Net earnings Union Line Bureau,	\$760,863 03	
Received for rents Monongahela		
Extension,	37,500 00	
Received for rents Real Estate,	47,594 40	
"    "    Equipment,	20,655 57	
		<hr/>
		\$866,613 00

Profits from operating leased roads :

Pittsburgh, Fort Wayne and Chi-		
cago Railway,	\$922,366 82	
New Castle and Beaver Valley		
Railroad,	486 53	
Lawrence Railroad,	8,693 90	
Cleveland and Pittsburgh Rail-		
road,	95,237 45	
Jeffersonville, Madison and In-		
dianapolis Railroad,	17,553 95	
		<hr/>
		1,044,338 65
<i>Carried forward,</i>		<hr/>
		\$1,910,951 65

<i>Brought forward,</i>			\$1,910,951	65
Received from investments:				
Dividends on stocks,		\$285,292	58	
Interest on bonds,		237,255	81	
"    "    general accounts,		17,685	39	
			<u>540,233</u>	78
Total Revenue,			\$2,451,185	43
Deduct:				
Expenses Proprietary Department,		\$60,141	11	
Interest on 6 per cent.				
Registered Bonds,	\$183,784	34		
Interest on Debentures,		402,616	67	
			<u>586,401</u>	01
Loss in operating Erie and Pittsburgh Railroad,		232,653	07	
			<u>879,195</u>	19
Balance, being the net income after deducting payment of expenses, interest, rentals, etc.,			\$1,571,990	24
From which deduct:				
Cash advanced Cincinnati, Richmond and Fort Wayne Railroad Co.,		\$26,320	35	
Cash advanced St. Louis, Alton and Terre Haute Railroad Co.,		51,039	99	
Cash advanced Indianapolis and Vincennes Railroad Co.,		141,974	78	
			<u>219,335</u>	12
<i>Carried forward,</i>			\$1,352,655	12

*Brought forward,* . . . . . \$1,352,655 12

Balance, being the surplus for the year  
1879, after paying all expenses, in-  
terest on bonded debt, rentals, ad-  
vances, etc.; carried to credit of  
Profit and Loss account December  
31st, 1879, . . . . . \$1,352,655 12

By balance to credit of Profit and  
Loss account December 31st,  
1878, . . . . . 77,520 76

By profit on sale of securities  
above value, as represented on  
the books of the Company, . . . . . 62,132 50

To amount carried to Reserve  
Fund for account Sinking  
Funds of leased roads, for  
twelve months, . . . . . \$193,265 00

To sundry worthless accounts  
charged off, . . . . . 86,847 12

To balance to credit Profit and  
Loss account, December 31,  
1879, . . . . . 1,212,196 26

---

\$1,492,308 38 \$1,492,308 38

# PITTSBURGH, FORT WAYNE AND CHICAGO RAILWAY.

## EARNINGS.

	1879.	1878.	Increase.	Decrease.	Per Ct.
Freights . . . .	\$6,066,593 55	\$5,600,457 64	\$466,135 91		8 <sup>22</sup> / <sub>100</sub>
Passengers . . . .	1,922,806 98	1,780,842 66	141,964 32		7 <sup>27</sup> / <sub>100</sub>
Express . . . . .	131,908 83	149,301 00		\$17,392 17	11 <sup>68</sup> / <sub>100</sub>
Mails . . . . .	137,888 78	137,773 26	115 52		0 <sup>86</sup> / <sub>100</sub>
Rent of Railway,	135,426 48	133,569 20	1,857 28		1 <sup>39</sup> / <sub>100</sub>
Miscellaneous . .	57,758 28	28,165 89	29,592 39		105 <sup>7</sup> / <sub>100</sub>
Total . . . . .	\$8,452,382 90	\$7,830,109 65	\$622,273 25		7 <sup>95</sup> / <sub>100</sub>

## EXPENSES.

	1879.	1878.	Increase.	Decrease.	Per Ct.
Conduct'g Trans.,	\$1,594,767 24	\$1,452,746 25	\$142,020 99		9 <sup>78</sup> / <sub>100</sub>
Motive Power . .	1,294,199 33	1,089,677 02	204,522 31		18 <sup>77</sup> / <sub>100</sub>
Maint. of Way . .	818,968 20	854,084 09		\$35,115 89	4 <sup>11</sup> / <sub>100</sub>
Maint. of Cars . .	503,492 11	423,070 29	80,421 82		19 <sup>1</sup> / <sub>100</sub>
General Expenses	289,701 92	321,335 02		31,633 10	9 <sup>55</sup> / <sub>100</sub>
Total . . . . .	\$4,501,128 80	\$4,140,912 67	\$360,216 13		8 <sup>70</sup> / <sub>100</sub>

## NET EARNINGS.

	1879.	1878.	Increase.	Decrease.	Per cent.
Less amt. paid C. & P. R. R. on division of joint earnings .....	\$3,951,254 10	\$3,689,196 98	\$262,057 12	.....	7 $\frac{10}{100}$
	231,136 28	202,468 30	28,667 98	.....	14 $\frac{10}{100}$
Total.....	\$3,720,117 82	\$3,486,728 68	\$233,389 14	.....	6 $\frac{80}{100}$

## RENTAL.

	1879.	1878.	Increase.	Decrease.	Per cent.
	\$2,797,751 00	\$2,758,134 98	\$39,616 02	.....	1 $\frac{48}{100}$

## PROFIT.

	1879.	1878.	Increase.	Decrease.	Per cent.
	\$922,366 82	\$728,593 70	\$193,773 12	.....	26 $\frac{80}{100}$

## BETTERMENTS.

Balance due for Betterments, Dec. 31, 1878,	\$143,438 01
Expended during 1879,	318,211 42
Total amount due Dec. 31, 1879,	\$461,649 43

The chief betterment expenditure was in the purchase of real estate and grading for additional track, the balance being in the purchase of steel rail and construction of improved bridges.

## SINKING FUNDS.

There was also contributed to Sinking Funds provided for redemption of Pittsburgh, Fort Wayne & Chicago R'y Co. 1st and 2d Mortgage Bonds, during 1879, in addition to interest accruing on bonds redeemed and held by Trustees, . . . . .		\$104,100 00
The Trustees under these Mortgages redeemed, during 1879, of these bonds, . . . . .		91,500 00
Total amount redeemed, December 31, 1879:		
1st Mortgage, . . . . .	\$1,121,000 00	
2d Mortgage, . . . . .	1,210,000 00	
	<hr/>	\$2,331,000 00
Unapplied balance in hands of Trustees, Dec. 31, 1879, . . . . .		\$285,015 12

This line shows not only a marked improvement in the through passenger traffic, but an increase in the local and through tonnage of nearly 22 per cent., or over 650,000 tons, distributed in about equal proportions among mineral and agricultural products and manufactured goods, the aggregate being larger than at any time during the last ten years.

The net earnings show a handsome gain over 1878, notwithstanding a reduction in the gross and net rates per ton per mile. The increase in expenses is due to the increased volume of traffic, and to the improvements made in both motive power and equipment, which are in excellent condition. The mileage of engines compares very favorably with the preceding year, and there is a slight improvement in the tonnage hauled, both per car and per train; but the latter is not as marked as upon some of your other lines, though better results will undoubtedly be reached through the policy now

being carried out of substituting heavier engines for the light power heretofore used, and in pursuance of which, ten heavy 10-wheeled freight engines were purchased from the Pennsylvania R. R. Co. during the year, and six heavy passenger engines built at the Allegheny and Fort Wayne Shops. Owing to the heavy movement west-bound of coke and other like traffic, the empty car mileage amounts to but 25 per cent of the loaded, and this fact aided materially in reducing the cost of movement to the extremely low figure of  $4\frac{38}{100}$  mills per ton per mile, appearing in this report.

The work of bringing the track up to the highest standard was steadily prosecuted during the year—3329 tons of steel were put in the Western Division, leaving but 16 miles of main track in iron; 207 miles are now full ballasted with stone and cinder. The masonry of the bridge over the Mahoning, east of Alliance, was entirely renewed, and sixteen wooden girder bridges replaced with iron. Considerable additions will be required during the year to the side tracks of the Eastern Division, but very little will be needed on the Western Division, outside of the Chicago and Fort Wayne Yards. The Board take pleasure in stating that the necessary negotiations having been completed with the Chicago & Alton R. R. Co., and Chicago, Milwaukee & St. Paul R'y Co., the erection of a general passenger depot at Chicago is being pushed rapidly forward, so that before the close of the year your Company will enjoy the facilities that have so long been urgently needed at that important point. In order to properly accommodate your rapidly increasing freight traffic, additional real estate has been purchased, including a tract extending through to the river from Canal Street, and four tracks are being laid to the bridge over the South Branch of the Chicago River.

## NEW CASTLE AND BEAVER VALLEY RAILROAD.

## EARNINGS

	1879.	1878.	Increase.	Decrease.	Per cent.
Freights.....	\$218,078 38	\$212,029 01	\$6,049 37	.....	2 <sup>85</sup> / <sub>100</sub>
Passengers.....	34,144 01	49,977 68	.....	\$15,833 67	31 <sup>88</sup> / <sub>100</sub>
Express .....	3,622 19	4,069 00	.....	446 81	10 <sup>98</sup> / <sub>100</sub>
Mails .....	1,793 45	1,840 65	.....	47 20	2 <sup>56</sup> / <sub>100</sub>
Miscellaneous.....	177 08	226 69	.....	49 61	21 <sup>88</sup> / <sub>100</sub>
Total.....	\$257,815 11	\$268,143 03	.....	\$10,327 92	3 <sup>85</sup> / <sub>100</sub>

## EXPENSES.

	1879.	1878.	Increase.	Decrease.	Per cent.
Conduct'g Trans.	\$38,308 88	\$43,430 97	.....	\$5,122 09	11 <sup>79</sup> / <sub>100</sub>
Motive Power.....	27,495 63	24,970 38	\$2,525 25	.....	10 <sup>11</sup> / <sub>100</sub>
Maint. of Way...	75,570 07	59,363 93	16,206 14	.....	27 <sup>30</sup> / <sub>100</sub>
Maint. of Cars....	7,368 32	6,074 16	1,294 16	.....	21 <sup>31</sup> / <sub>100</sub>
General Expenses	5,459 63	7,514 27	.....	2,054 64	27 <sup>84</sup> / <sub>100</sub>
Total.....	\$154,202 53	\$141,353 71	\$12,848 82	.....	.....

## NET EARNINGS.

	1879.	1878.	Increase.	Decrease.	Per cent.
	\$103,612 58	\$126,789 32	.....	\$23,176 74	18 <sup>28</sup> / <sub>100</sub>

## RENTAL.

	1879.	1878.	Increase.	Decrease.	Per cent.
40 per cent. of					
Gross Earnings, \$103,126 05	\$107,257 21	.....	\$4,131 16		3 <sup>88</sup> / <sub>100</sub>

## PROFIT.

	1879.	1878.	Increase.	Decrease.	Per cent.
	\$486 53	\$19,532 11	.....	\$19,045 58	97 <sup>51</sup> / <sub>100</sub>

This road is in excellent condition, the track being almost completed in steel, and full ballasted with stone and slag. The wooden bridges have been replaced with stone viaducts, and the whole road thoroughly tied. The maintenance of way expenses consequently show a large increase, but will be comparatively light in the future.

The traffic returns show a gain in tonnage of 82,807 tons, principally in coal, coke and limestone, but the same was carried, owing to reduced rates, at a decreased profit. There was also a heavy falling off in the number of passengers carried.

The load per engine shows a decided improvement as compared with 1878.

## LAWRENCE RAILROAD.

## EARNINGS.

	1879.	1878.	Increase.	Decrease.	Per cent.
Freights.....	\$157,619 26	\$179,585 01	.....	\$21,965 75	12 <sup>33</sup> / <sub>100</sub>
Passengers.....	12,197 27	17,159 83	.....	4,962 56	28 <sup>82</sup> / <sub>100</sub>
Express .....	2,457 11	3,130 00	.....	672 89	21 <sup>47</sup> / <sub>100</sub>
Mails .....	974 70	1,000 35	.....	25 65	2 <sup>56</sup> / <sub>100</sub>
Miscellaneous.....	204 14	221 75	.....	17 61	7 <sup>91</sup> / <sub>100</sub>
Total .....	\$173,452 48	\$201,096 94	.....	\$27,644 46	13 <sup>75</sup> / <sub>100</sub>

## EXPENSES.

	1879.	1878.	Increase.	Decrease.	Per cent.
Conduct'g Trans.	\$30,777 68	\$29,650 58	\$1,127 10	.....	3 <sup>80</sup> / <sub>100</sub>
Motive Power.....	18,751 45	17,466 14	1,285 31	.....	7 <sup>86</sup> / <sub>100</sub>
Maint. of Way....	37,272 59	41,552 43	.....	\$4,279 84	10 <sup>80</sup> / <sub>100</sub>
Maint. of Cars....	4,938 01	4,274 82	663 19	.....	15 <sup>51</sup> / <sub>100</sub>
General Expenses	3,637 86	4,889 79	.....	1,251 93	25 <sup>59</sup> / <sub>100</sub>
Total .....	\$95,377 59	\$97,833 76	.....	\$2,456 17	2 <sup>51</sup> / <sub>100</sub>

## NET EARNINGS.

	1879.	1878.	Increase.	Decrease.	Per cent.
	\$78,074 89	\$103,263 18	.....	\$25,188 29	24 <sup>39</sup> / <sub>100</sub>

## RENTAL.

	1879.	1878.	Increase.	Decrease.	Per cent.
40 per cent. of Gross Earnings, \$69,380 99		\$80,438 78	.....	\$11,057 79	13 $\frac{7}{100}$

## PROFIT.

	1879.	1878.	Increase.	Decrease.	Per cent.
	\$8,693 90	\$22,824 40	.....	\$14,130 50	61 $\frac{91}{100}$

This line shows a large decrease in freight earnings, consequent upon a further reduction of rates, and a material reduction in the number of passengers moved, and the revenue received from the same.

Three miles of the track were relaid with steel during the year, and full ballasted with stone and cinder, and the property is generally in excellent condition.

## ERIE AND PITTSBURGH RAILROAD.

## EARNINGS.

	1879.	1878.	Increase.	Decrease.	Per cent.
Merchandise and Ore	\$232,214 04	\$189,207 96	\$43,006 08	.....	22 $\frac{1}{100}$
Coal .....	232,007 71	252,539 54	.....	\$20,531 83	8 $\frac{1}{100}$
Passengers .....	83,660 54	79,755 69	3,904 85	.....	4 $\frac{8}{100}$
Express .....	5,308 57	8,901 24	.....	3,592 67	40 $\frac{1}{100}$
Mails .....	9,417 30	9,978 54	.....	561 24	5 $\frac{6}{100}$
Rent of Railway .....	11,454 17	.....	11,454 17	.....	.....
Miscellaneous .....	14,090 68	1,132 84	12,957 84	.....	1144 $\frac{61}{100}$
Total .....	\$588,153 01	\$541,515 81	\$46,637 20	.....	8 $\frac{61}{100}$

## EXPENSES.

	1879.	1878.	Increase.	Decrease.	Per cent.
Conducting Transp'n.	\$104,064 04	\$ 99,233 66	\$4,830 38	.....	4 <sup>87</sup> / <sub>100</sub>
Motive Power.....	82,614 03	85,050 59	.....	\$2,436 56	2 <sup>84</sup> / <sub>100</sub>
Maintenance of Way.	143,967 77	139,931 54	4,036 23	.....	2 <sup>88</sup> / <sub>100</sub>
Maintenance of Cars.	74,115 73	51,184 64	22,931 09	.....	44 <sup>80</sup> / <sub>100</sub>
General Expenses.....	8,295 39	8,512 41	.....	217 02	2 <sup>85</sup> / <sub>100</sub>
Total.....	\$413,056 96	\$383,912 84	\$29,144 12	.....	7 <sup>52</sup> / <sub>100</sub>

## NET EARNINGS.

	1879	1878.	Increase.	Decrease.	Per cent.
	\$175,096 05	\$157,602 97	\$17,493 08	.....	11 <sup>10</sup> / <sub>100</sub>

## RENTAL.

	1879.	1878.	Increase.	Decrease.	Per cent.
	\$407,749 12	\$375,040 00	\$32,709 12	.....	8 <sup>72</sup> / <sub>100</sub>

## LOSS.

	1879.	1878.	Increase.	Decrease.	Per cent.
	\$232,653 07	\$217,437 03	\$15,216 04	.....	7

The earnings of this road present a decided improvement in the receipts from ore and merchandize, but a large falling off in the revenue from coal and petroleum; the aggregate tonnage showing a loss, as compared with 1878, of nearly 25,000 tons. There was also a decrease in the passenger traffic, and the road shows even a larger deficit than in 1878.

The condition of the road was fully maintained, 9 miles of steel being laid during the year, and thoroughly ballasted with

cinder. The motive power and equipment are in excellent order, and the mileage of engines shows a marked gain.

## ASHTABULA AND PITTSBURGH RAILWAY.

### EARNINGS.

	1879.	1878.	Increase.	Decrease.	Per cent.
Merchandise and Ore.	\$173,352 54	\$191,514 39	.....	\$18,161 85	9 $\frac{48}{100}$
Coal.....	50,319 54	48,707 25	\$1,612 29	.....	3 $\frac{31}{100}$
Passengers.....	22,795 32	23,091 73	.....	296 41	1 $\frac{28}{100}$
Express.....	1,272 28	3,912 50	.....	2,640 22	67 $\frac{48}{100}$
Mails.....	2,654 78	2,694 95	.....	40 17	1 $\frac{48}{100}$
Miscellaneous.....	2,209 62	1,737 61	472 01	.....	27 $\frac{17}{100}$
Total .....	\$252,604 08	\$271,658 43	.....	\$19,054 35	7 $\frac{18}{100}$

### EXPENSES.

	1879.	1878.	Increase.	Decrease.	Per cent.
Conducting Transp'n.	\$56,938 12	\$55,064 96	\$1,873 16	.....	3 $\frac{40}{100}$
Motive Power.....	36,972 21	35,431 49	1,540 72	.....	4 $\frac{35}{100}$
Maintenance of Way..	63,738 69	55,651 00	8,087 69	.....	14 $\frac{58}{100}$
Maintenance of Cars..	14,777 03	9,032 81	5,744 22	.....	63 $\frac{60}{100}$
General Expenses.....	11,199 20	13,827 85	.....	\$2,628 65	19 $\frac{18}{100}$
Total .....	\$183,625 25	\$169,008 11	\$14,617 14	.....	8 $\frac{65}{100}$

## NET EARNINGS.

1879.	1878.	Increase.	Decrease.	Per cent.
\$68,978 83	\$102,650 32	.....	\$33,671 49	32 $\frac{10}{100}$

## HIRE OF EQUIPMENT.

1879.	1878.	Increase.	Decrease.	Per cent.
\$4,695 98	\$12,722 52	.....	\$8,026 54	63 $\frac{10}{100}$

## NET.

1879.	1878.	Increase.	Decrease.	Per cent.
\$64,282 85	\$89,927 80	.....	\$25,644 95	28 $\frac{10}{100}$

There was a slight increase (6,154 tons) in the tonnage of this line, but a decrease in the rates, and an increase in the cost, due to necessary expenditures in the Maintenance of Way and Maintenance of Cars. The former was mainly due to the rebuilding of Coal Creek bridge at Youngstown, which had been washed out by the freshet of 1878, and to the purchase of steel rail. The line was fully maintained, and 90 per cent. thereof is now ballasted with cinder.

The coal dock at Ashtabula has been completed at a cost of \$13,849.50, and is now ready for use.

## CLEVELAND AND PITTSBURGH RAILROAD.

## EARNINGS.

	1879.	1878.	Increase.	Decrease.	Per cent.
Freights.....	\$1,883,725 06	\$1,751,447 54	\$132,277 52	.....	7 <sup>55</sup> / <sub>100</sub>
Passengers .....	439,090 56	432,077 04	7,013 52	.....	1 <sup>62</sup> / <sub>100</sub>
Express .....	33,945 46	40,063 49	.....	\$6,118 03	15 <sup>27</sup> / <sub>100</sub>
Mails .....	25,736 16	26,192 91	.....	456 75	1 <sup>74</sup> / <sub>100</sub>
Miscellaneous.....	36,018 27	22,385 59	13,632 68	.....	60 <sup>80</sup> / <sub>100</sub>
Total .....	\$2,418,515 51	\$2,272,166 57	\$146,348 94	.....	6 <sup>44</sup> / <sub>100</sub>

## EXPENSES.

	1879.	1878.	Increase.	Decrease.	Per cent.
Cond'g Transpt'n	\$428,024 81	\$431,631 40	.....	\$3,606 59	0 <sup>84</sup> / <sub>100</sub>
Motive Power.....	310,422 94	295,949 99	\$14,472 95	.....	4 <sup>88</sup> / <sub>100</sub>
Maint'ce of Way.	287,805 75	361,474 30	.....	73,668 55	20 <sup>38</sup> / <sub>100</sub>
Maint'ce of Cars..	138,513 03	102,553 88	35,959 15	.....	35 <sup>18</sup> / <sub>100</sub>
General Expenses	101,968 91	114,445 29	.....	12,476 38	10 <sup>80</sup> / <sub>100</sub>
Total .....	\$1,266,735 44	\$1,306,054 86	.....	\$39,319 42	3 <sup>10</sup> / <sub>100</sub>

## NET EARNINGS.

	1879.	1878.	Increase.	Decrease.	Per cent.
	\$1,151,780 07	\$966,111 71	\$185,668 36	.....	19.11%
Add amount received from P. F. W. & C. Ry. on division of joint earnings..	191,078 02	202,468 30	.....	\$11,390 28	5.82%
Total .....	\$1,342,858 09	\$1,168,580 01	\$174,278 08	.....	14.81%

## RENTAL.

	1879.	1878.	Increase.	Decrease.	Per cent.
	\$1,247,620 64	\$1,248,592 74	.....	\$972 10	0.10%

## PROFIT.

	1879.	1878. LOSS.	Increase.	Decrease.	Per cent.
	\$95,237 45	\$80,012 73	\$175,250 18	.....	.....

## BETTERMENTS.

Balance due for Betterments, December 31, 1878 .....	\$27,162 97
Expended during 1879.....	54,596 02
Total amount due December 31, 1879.....	\$81,758 99

## SINKING FUNDS.

There was also contributed to the Sinking Funds provided for the redemption of "Consolidated" and "Construction and Equipment" Bonds of Cleveland and Pittsburgh Railroad Company during 1879 . . . . . \$74,165 00

The Trustees under these two mortgages redeemed, during 1879, of these bonds:

Consolidated,	\$65,000 00	
Construction and equipment,	18,000 00	
		<hr/> \$83,000 00

Total amount redeemed, December 31, 1879:

Consolidated,	\$412,000 00	
Construction and equipment,	80,000 00	
		<hr/> \$492,000 00

Unapplied balance in hands of Trustees, Dec. 31,

1879, . . . . . \$64,607 48

This road shows a large gain in gross earnings, and a material reduction in maintenance of way expenses, due to the improved condition of the track—1,963 tons of steel were put in the track, making 107 miles so laid at the close of the year; the entire line between Rochester and Cleveland, and a portion of that below Yellow Creek, will be renewed in steel by the end of the present year.

The old wooden bridges have been replaced with substantial plate girder structures, and the condition of the entire property fully maintained.

The main construction expenditures were for steel rails, and in the purchase of the new dock property at Cleveland.

The service obtained from the motive power shows a continued improvement.

The tonnage increased 375,980 tons, or 26 per cent. over 1878, one-half of the same being in coal and coke, and the residue mainly in limestone, pig-iron, blooms, and other manufactures of iron. The local passenger traffic also increased largely, and, as will be seen, the net result for the year was a surplus profit of \$95,237.45, as compared with a loss in 1878 of \$80,012.73.

## NORTHWESTERN OHIO RAILWAY.

## EARNINGS.

	1879.	1878.	Increase	Decrease.	Per cent.
Freights.....	\$141,912 17	\$110,184 47	\$31,727 70	.....	28.7 <sup>8</sup> / <sub>100</sub>
Passengers.....	54,040 54	51,676 19	2,364 35	.....	4.5 <sup>8</sup> / <sub>100</sub>
Express .....	9,390 00	10,955 00	.....	\$1,565 00	14.2 <sup>9</sup> / <sub>100</sub>
Mails .....	5,498 77	5,643 47	.....	144 70	2.5 <sup>5</sup> / <sub>100</sub>
Rent of Railway..	14,549 35	14,465 94	83 41	.....	0.5 <sup>8</sup> / <sub>100</sub>
Miscellaneous.....	4,670 90	4,565 85	105 05	.....	2.3 <sup>0</sup> / <sub>100</sub>
Total .....	\$230,061 73	\$197,490 92	\$32,570 81	.....	16.4 <sup>8</sup> / <sub>100</sub>

## EXPENSES.

	1879.	1878.	Increase.	Decrease.	Per cent.
Cond'g Transp't'n	\$77,095 76	\$45,756 03	\$31,339 73	.....	68.1 <sup>9</sup> / <sub>100</sub>
Motive Power....	52,174 59	40,479 07	11,695 52	.....	28.5 <sup>9</sup> / <sub>100</sub>
Maint'ce of Way.	70,311 76	61,627 68	8,684 08	.....	14.1 <sup>9</sup> / <sub>100</sub>
Maint'ce of Cars..	1,378 60	233 85	1,144 75	.....	489.5 <sup>2</sup> / <sub>100</sub>
General Expenses	17,194 36	16,178 42	1,015 94	.....	6.2 <sup>7</sup> / <sub>100</sub>
Total .....	\$218,155 07	\$164,275 05	\$53,880 02	.....	32.8 <sup>0</sup> / <sub>100</sub>

## NET EARNINGS.

	1879.	1878.	Increase.	Decrease.	Per cent.
	\$11,906 66	\$33,215 87	.....	\$21,309 21	64.1 <sup>8</sup> / <sub>100</sub>

## OTHER CHARGES.

	1879.	1878.	Increase.	Decrease.	Per cent.
Rent of P. F. W. and C. Railway .....	\$17,375 57	\$12,558 68	\$4,816 89	.....	.....
Hire of Equipment...	28,603 14	19,905 47	8,697 67	.....	.....
Total .....	\$45,978 71	\$32,464 15	\$13,514 56	.....	41.8 <sup>3</sup> / <sub>100</sub>

## LOSS.

	1879.	1878.	Increase.	Decrease.	Per cent.
	\$34,072 05	PROFIT. - \$751 72	\$34,823 77	.....	.....

The decrease in the coal and lumber traffic of this line was more than offset by the increase in grain, flour, and manufactured products, so that the freight earnings show a decided gain as compared with the preceding year. There was a heavy increase, however, in expenses, caused mainly by charging thereto the outlay upon the new depot buildings and the bridge over the Maumee river at Toledo. The shore span and drawbridge of this structure were replaced in iron at the beginning of last year, and the rest of the work will soon be completed. The freight depot is in full service, and the passenger depot nearly ready for use. The track and equipment were fully maintained.

# JEFFERSONVILLE, MADISON AND INDIANAPOLIS RAILROAD.

## EARNINGS.

	1879.	1878.	Increase.	Decrease.	Per Ct.
Freights.....	\$787,386 06	\$740,907 64	\$46,478 42		6.27
Passengers .....	358,751 44	329,615 44	29,136 00		8.84
Express .....	23,867 23	23,860 16	7 07		0.3
Mails .....	22,435 92	22,225 81	210 11		0.94
Rents.....		1,173 30		\$1,173 30	
Miscellaneous .....	53,893 13	32,232 57	21,660 56		67.29
Total.....	\$1,246,333 78	\$1,150,014 92	\$96,318 86		8.37

## EXPENSES.

	1879.	1878.	Increase.	Decrease.	Per Ct.
Cond'g Trans.....	\$258,981 02	\$249,453 71	\$9,527 31		3.82
Motive Power.....	198,595 23	197,553 45	1,041 78		0.53
Maint. of Way.....	192,666 07	168,919 26	23,746 81		14.1
Maint. of Cars.....	55,439 83	68,577 72		\$13,137 89	19.18
General Expenses..	47,788 13	42,522 64	5,265 49		12.38
Total.....	\$753,470 28	\$727,026 78	\$26,443 50		3.64

## NET EARNINGS.

1879.	1878.	Increase.	Decrease.	Per Ct.
\$492,863 50	\$422,988 14	\$69,875 36	.....	16.52 100

## RENTAL.

	1879.	1878.	Increase.	Decrease.	Per Ct.
Less half Net Earnings of Cambridge Extension.....	\$477,112 50	\$477,825 00	.....	\$712 50	.....
	1,802 95	2,899 13	.....	1,096 18	.....
	\$475,309 55	\$474,925 87	\$383 68	.....	0.10

## PROFIT.

1879.	1878. Loss.	Increase.	Decrease.	Per Ct.
\$17,553 95	\$51,937 73	\$69,491 68	.....	.....

## SINKING FUNDS.

There was also contributed to the Sinking Fund provided for redemption of Jeffersonville, Madison & Indianapolis R. R. Co., 1st Mortgage Bonds, during 1879, . . . . . \$15,000 00

The Trustee under this Mortgage redeemed, during 1879, of these Bonds, . . . . . 14,000 00

Total amount redeemed, December 31, 1879, . . . . . 219,000 00

Unapplied balance in hands of Trustee, December 31, 1879, . . . . . \$2,884 86

There was an increase of over \$96,000 00 in the earnings of this line as compared with 1878, and an additional expenditure almost entirely in the maintenance of way department. The freight movement shows a gain of 224,569 tons, the improvement being general and embracing all classes of traffic.

1802 tons of steel rail and 171,466 ties were put in the track, and an expenditure of \$23,101 60 made in repairs to bridges. The motive power and equipment were kept in good condition.

A slight advance is shown in passenger receipts and a reduction in freight rates, but the general result is satisfactory, the road meeting all its obligations and earning a slight surplus.

## INDIANAPOLIS AND VINCENNES RAILROAD.

### EARNINGS.

	1879.	1878.	Increase.	Decrease.	Per cent.
Freights.....	\$208,237 77	\$194,100 69	\$14,137 08	.....	7 <sup>28</sup> / <sub>100</sub>
Passengers.....	76,845 63	73,339 15	3,506 48	.....	4 <sup>78</sup> / <sub>100</sub>
Express .....	4,823 15	3,260 22	1,562 93	.....	47 <sup>91</sup> / <sub>100</sub>
Mails .....	6,265 58	6,430 46	.....	\$164 88	2 <sup>56</sup> / <sub>100</sub>
Rents .....	.....	50 00	.....	50 00	.....
Miscellaneous .....	5,198 82	5,378 05	.....	179 23	3 <sup>88</sup> / <sub>100</sub>
Total.....	\$301,370 95	\$282,558 57	\$18,812 38	.....	6 <sup>86</sup> / <sub>100</sub>

## EXPENSES.

	1879.	1878.	Increase.	Decrease.	Per cent.
Cond'ng Transp'n..	\$57,842 66	\$60,688 15	.....	\$2,845 49	4 <sup>8</sup> / <sub>100</sub>
Motive Power.....	55,479 95	49,692 61	\$5,787 34	.....	11 <sup>55</sup> / <sub>100</sub>
Maint'ce of Way ...	90,724 17	138,261 87	.....	47,537 70	34 <sup>38</sup> / <sub>100</sub>
Maint'ce of Cars ...	20,023 69	14,892 38	5,131 31	.....	34 <sup>45</sup> / <sub>100</sub>
General Expenses..	10,951 53	13,674 75	.....	2,723 22	19 <sup>81</sup> / <sub>100</sub>
Total.....	\$235,022 00	\$277,209 76	.....	\$42,187 76	15 <sup>22</sup> / <sub>100</sub>

## NET EARNINGS.

	1879.	1878.	Increase.	Decrease.	Per cent.
	\$66,348 95	\$5,348 81	\$61,000 14	.....	1140 <sup>44</sup> / <sub>100</sub>

## INTEREST ON BONDS.

	1879.	1878.	Increase.	Decrease.	Per cent.
	\$206,000 00	\$206,000 00	.....	.....	.....

## HIRE OF EQUIPMENT.

	1879.	1878.	Increase.	Decrease.	Per cent.
	\$2,323 73	.....	\$2,323 73	.....	.....

## LOSS.

	1879.	1878.	Increase.	Decrease.	Per cent.
	\$141,974 78	\$200,651 19	.....	\$58,676 41	29 <sup>34</sup> / <sub>100</sub>

The tonnage of this road shows a further increase, mainly in coal and agricultural products. The gross revenue was larger than in 1878, while the expenses were materially reduced. The motive power shows improved service, and the condition of the property was fully maintained, notwithstanding the reduction in rates. 1,417 tons of re-rolled iron and 20,055 ties were put in the track, and 20 miles ballasted with gravel and stone.

### UNION LINE BUREAU.

#### EARNINGS.

	1879.	1878.	Increase.	Decrease.	Per cent.
Commissions ...	\$637,169 34	\$519,125 03	\$118,044 31	.....	22.74 100
Mileage .....	761,603 87	711,986 56	49,617 31	.....	6.97 100
Miscellaneous ..	270,443 11	532,700 04	.....	\$262,256 93	49.23 100
Total .....	\$1,669,216 32	\$1,763,811 63	.....	\$94,595 31	5.36 100

#### EXPENSES.

	1879.	1878.	Increase.	Decrease.	Per cent.
Transportation ..	\$556,243 22	\$840,113 57	.....	\$283,870 35	33.79 100
Maint. of Cars ..	214,807 25	243,996 93	.....	29,189 68	11.96 100
Gen'l Expenses.	52,762 49	55,538 90	.....	2,776 41	5
Total .....	\$823,812 96	\$1,139,649 40	.....	\$315,836 44	27.71 100

## NET EARNINGS.

1879.	1878.	Increase.	Decrease.	Per cent.
\$845,403 36	\$624,162 23	\$221,241 13	.....	35 <sup>48</sup> / <sub>100</sub>

## RESERVE ACCOUNT.

1879.	1878.	Increase.	Decrease.	Per cent.
\$84,540 33	\$62,416 22	\$22,124 11	.....	35 <sup>48</sup> / <sub>100</sub>

## PROFIT.

1879.	1878.	Increase.	Decrease.	Per cent.
\$760,863 03	\$561,746 01	\$199,117 02	.....	35 <sup>48</sup> / <sub>100</sub>

The earnings of this bureau show a decrease of \$94,595.31, but owing to a large reduction in expenses the net revenue is largely increased.

The tonnage carried, being through competitive traffic hauled over the line of the Pennsylvania Railroad and its western connections, increased 33 per cent., or from 1,684,759 to 2,248,709 tons. The revenue received by the roads hauling this traffic was \$10,735,118.40, against \$8,654,726.53 in 1878, and although the East and West bound pools were both in force during a portion of the year, the rate charged upon this traffic was but 6<sup>76</sup>/<sub>100</sub> mills as against 7<sup>11</sup>/<sub>100</sub> mills per ton per mile during the previous year.

## INDIANAPOLIS AND ST. LOUIS RAILROAD.

The suit brought by the St. Louis, Alton, and Terre Haute Railroad Company to compel your company to assume a larger responsibility than it had incurred under the lease of the Pittsburgh, Fort Wayne and Chicago Railway, in connec-

tion with the covenants of the Indianapolis and St. Louis Railroad Company, is still pending and undetermined; but your Board have seen no reason to change the views heretofore expressed by them on that subject.

The results of these lines have been as follows:

### INDIANAPOLIS AND ST. LOUIS RAILROAD.

#### EARNINGS.

	1879.	1878.	Increase.	Decrease.	Per cent.
Freights.....	\$346,935 26	\$309,601 86	\$37,333 40	.....	.....
Passengers.....	98,354 28	89,469 61	8,884 67	.....	.....
Express.....	7,348 32	8,293 30	.....	\$944 98	.....
Mails .....	5,447 67	8,073 80	.....	2,626 13	.....
Rents.....	322 50	226 00	96 50	.....	.....
Rent of Railway,	3,000 00	3,000 00	.....	.....	.....
Miscellaneous..	27 60	280 61	.....	253 01	.....
Total.....	\$461,435 63	\$418,945 18	\$42,490 45	.....	10 $\frac{14}{100}$

#### EXPENSES.

	1879.	1878.	Increase.	Decrease.	Per cent.
Conduct'g Trans.	\$105,292 79	\$101,314 45	\$3,978 34	.....	.....
Motive Power....	71,999 91	75,470 12	.....	\$3,470 21	.....
Maint. of Way....	47,843 08	106,114 35	.....	58,271 27	.....
Maint. of Cars....	22,929 44	23,404 36	.....	474 92	.....
General Expenses	17,642 15	18,765 55	.....	1,123 40	.....
Total.....	\$265,707 37	\$325,068 83	.....	\$59,361 46	18 $\frac{28}{100}$

## NET EARNINGS.

	1879.	1878.	Increase.	Decrease.	Per cent.
Net earnings Car- ton & Otter Creek Valley Railway..	\$195,728 26	\$93,876 35	\$101,851 91	.....	.....
	1,740 86	1,211 88	528 98	.....	.....
Total....	\$197,469 12	\$95,088 23	\$102,380 89	.....	.....
Less Pool Paym'ts	3,199 52	1,891 64	1,307 88	.....	.....
Total.....	\$194,269 60	\$93,196 59	\$101,073 01	.....	.....

## INTEREST ON BONDS.

	1879.	1878.	Increase.	Decrease.	Per cent.
Interest on Float- ing Debt.....	\$250,000 00	\$244,190 00	\$5,810 00	.....	.....
	36,400 00	.....	36,400 00	.....	.....
Total.....	\$286,400 00	\$244,190 00	\$42,210 00	.....	.....

## LOSS.

	1879.	1878.	Increase.	Decrease.	Per cent.
	\$92,130 40	\$150,993 41	.....	\$58,863 01	39

# ST. LOUIS, ALTON AND TERRE HAUTE RAILROAD.

## EARNINGS.

	1879.	1878.	Increase.	Decrease.	Per cent.
Freights .....	\$643,367 54	\$552,729 87	\$90,637 67	.....	.....
Passengers.....	271,941 77	250,382 60	21,559 17	.....	.....
Express.....	19,835 16	21,938 70	.....	\$2,103 54	.....
Mails.....	26,986 32	33,642 00	.....	6,655 68	.....
Rents .....	8,614 32	10,064 73	.....	1,451 41	.....
Rent of Railway..	69,205 76	58,807 36	10,398 40	.....	.....
Miscellaneous.....	72 40	736 09	.....	663 69	.....
Total .....	\$1,040,023 27	\$928,301 35	\$111,721 92	.....	12 $\frac{1}{100}$

## EXPENSES.

	1879.	1878.	Increase.	Decrease.	Per cent.
Conduct'g Trans.	\$240,257 19	\$225,431 65	\$14,825 54	.....	.....
Motive Power.....	175,871 56	186,197 64	.....	\$10,326 08	.....
Maint. of Way....	160,905 46	178,819 91	.....	17,914 45	.....
Maint. of Cars.....	58,709 53	60,263 68	.....	1,554 15	.....
General Expenses	101,276 84	57,561 04	43,715 80	.....	.....
Total .....	\$737,020 58	\$708,273 92	\$28,746 66	.....	4 $\frac{1}{100}$

## NET EARNINGS.

	1879.	1878.	Increase.	Decrease.	Per cent.
	\$303,002 69	\$220,027 43	\$82,975 26	.....	.....
Less Pool Paym'ts	6,122 67	4,190 80	1,931 87	.....	.....
Total.....	\$296,880 02	\$215,836 63	\$81,043 39	.....	.....

## RENTAL.

	1879.	1878.	Increase.	Decrease.	Per cent.
	\$450,000 00	\$451,595 98	.....	\$1,595 98	.....

## LOSS.

	1879.	1878.	Increase.	Decrease.	Per cent.
	\$153,119 98	\$235,759 35	.....	\$82,639 37	35 1/10

CINCINNATI, RICHMOND AND FORT WAYNE  
RAILROAD.

## EARNINGS.

	1879.	1878.	* Increase.	Decrease.	Per cent.
Freights.....	\$210,085 71	\$203,798 25	\$6,287 46	.....	.....
Passengers.....	98,599 42	89,751 04	8,848 38	.....	.....
Express.....	6,045 96	3,990 10	2,055 86	.....	.....
Mails.....	5,163 34	5,299 21	.....	\$135 87	.....
Miscellaneous.....	2,172 28	1,672 20	500 08	.....	.....
Total.....	\$322,066 71	\$304,510 80	\$17,551 91	.....	5 2/10

## EXPENSES.

	1879.	1878.	Increase.	Decrease.	Per cent.
Conducting Transp'n.	\$ 63,274 41	\$62,821 83	\$ 452 58	.....	.....
Motive Power.....	54,684 25	56,992 51	.....	\$2,308 26	.....
Maintenance of Way.	100,113 69	77,138 78	22,974 91	.....	.....
Maintenance of Cars..	4,743 67	4,157 49	586 18	.....	.....
General Expenses.....	16,717 91	14,652 26	2,065 65	.....	.....
Total .....	\$239,533 93	\$215,762 87	\$23,771 06	.....	11 $\frac{7}{100}$

## NET EARNINGS.

	1879.	1878.	Increase.	Decrease.	Per cent.
	\$82,532 78	\$88,747 93	.....	\$6,215 15	.....

## INTEREST ON BONDS.

	1879.	1878.	Increase.	Decrease.	Per cent.
	\$156,677 28	\$155,143 84	\$1,533 44	.....	.....

## LOSS.

	1879.	1878.	Increase.	Decrease.	Per cent.
	\$74,144 50	\$66,395 91	\$7,748 59	.....	11 $\frac{7}{100}$

Under the terms of the lease of this road to the Grand Rapids and Indiana Railroad Company, one-third of the above deficiency is to be contributed by the Grand Rapids and Indiana Railroad Company, the Pennsylvania Company, and the Cincinnati, Hamilton and Dayton Railroad Company, respectively.

## GENERAL REMARKS.

The Board have reason to congratulate the stockholders upon the favorable showing for the year.

- It will be noted from the General Account of the Company, that \$600,000 of its \$7,000,000 six per cent. debentures held by the Pennsylvania Railroad Company, were paid off during the year, thus reducing the amount outstanding to \$6,400,000. There were also redeemed during the year, through the operation of the sinking fund, \$96,000 of the six per cent. bonds of the Company, secured by the special guaranteed stock of the Pittsburgh, Fort Wayne and Chicago Railway Company,—making an aggregate of \$209,000 redeemed up to December 31, 1879, leaving outstanding \$2,991,000.

The claims against the county of Allegheny for losses consequent upon the riots of July, 1877, have been satisfactorily adjusted, your Company receiving \$183,871.12 in payment for cars and other property destroyed at that time.

Under a settlement made during the year, your claim against the Columbus and Sunday Creek Valley Railroad Company, the successor of the Ohio Central Railroad Company, for advances made to aid in its construction, was paid, your Company receiving \$150,000 in full settlement thereof.

It will be noted from the account that your Company has no floating debt.

Your Board take pleasure in announcing that, under the pooling arrangement adopted from Chicago and other important commercial centres of the west, harmonious relations have been preserved between the competing lines, and a fair rate obtained upon the through traffic to and from the seaboard, thus enabling the different companies to deal justly and fairly with the local interests upon their lines.

It will be noted, too, that the rate received for the transportation of inter-State business was lower than in 1878, thus showing that any fears that may have been entertained that friendly relations between the railroad companies would result in exorbitant rates to shippers, were entirely without foundation. Certainly, in no other country are agricultural and mineral products moved to their destination at rates even remotely approaching the low figures at which they are now carried by the railroads of this country.

The special attention of the stockholders is called to the annexed balance sheet of the company, and to the statements showing the tonnage moved and the number of passengers carried upon your lines, and the mileage thereof; and also the earnings and expenses and profit or loss per ton and per passenger per mile.

The Board take pleasure in making their acknowledgments to the officers and employes for the fidelity and efficiency with which they have discharged the duties entrusted to them during the year.

By order of the Board of Directors.

THOMAS A. SCOTT,  
*President Pennsylvania Co.*

---

## COMPTROLLER'S STATEMENT.

---



## STATEMENT No. 1.

*Tons of freight moved.*

	1879.	1878.	Increase.	Decrease.	Per cent.
Pitts., Fort Wayne, and Chicago Ry.	3,679,382	* 3,026,250	653,132	.....	21 $\frac{58}{100}$
New Castle and Beaver Valley Railroad .....	1,015,367	932,560	82,807	.....	8 $\frac{88}{100}$
Lawrence Railroad.	700,014	697,726	2,288	.....	0 $\frac{33}{100}$
Erie and Pittsburgh Railroad .....	723,233	748,142	.....	24,909	3 $\frac{33}{100}$
North West'n Ohio Railway .....	239,727	226,780	12,947	.....	5 $\frac{71}{100}$
Ashtabula and Pittsburgh Railway...	439,682	433,528	6,154	.....	1 $\frac{42}{100}$
Cleveland and Pittsburgh Railroad ..	1,810,187	1,434,207	375,980	.....	26 $\frac{22}{100}$
Jeffers'ville, Madison and Indianapolis Railroad ..	1,759,949	1,535,380	224,569	.....	14 $\frac{62}{100}$
Indianapolis and Vincennes Railroad .....	160,746	126,628	34,118	.....	26 $\frac{94}{100}$
Total .....	10,528,287	9,161,201	1,367,086	.....	14 $\frac{92}{100}$

\* The apparent discrepancy between this total and the aggregate for the Eastern and Western Divisions, as given on page 39 of the report for 1878, is accounted for by the fact that in the latter the same tonnage is counted twice wherever it was carried on both Divisions.

## STATEMENT No. 2.

*Tons of freight moved one mile.*

	1879.	1878.	Increase.	Decrease.	Per cent.
Pitts., Fort Wayne and Chicago Ry.	803,083,260	637,470,506	165,612,754	.....	25 $\frac{98}{100}$
New Castle and Beaver Valley Railroad .....	11,598,792	10,515,421	1,083,371	.....	10 $\frac{30}{100}$
Lawrence Railroad.	9,196,488	9,106,781	89,707	.....	0 $\frac{98}{100}$
Erie and Pittsburgh Railroad .....	42,245,493	43,550,000	.....	1,304,507	3
North West'n Ohio Railway .....	17,456,213	10,259,739	7,196,474	.....	70 $\frac{44}{100}$
Ashtabula and Pittsburgh Railway...	21,422,897	21,326,821	96,076	.....	0 $\frac{45}{100}$
Cleveland and Pittsburgh Railroad...	164,675,804	143,114,623	21,561,181	.....	15 $\frac{7}{100}$
Jeffers'nville, Madison and Indianapolis Railroad ..	53,404,508	46,502,460	6,902,048	.....	14 $\frac{84}{100}$
Indianapolis and Vincennes Railroad.....	13,206,874	9,674,974	3,531,900	.....	36 $\frac{31}{100}$
Total.....	1,136,290,329	931,521,325	204,769,004	.....	21 $\frac{28}{100}$

## STATEMENT No. 3.

*Passengers carried.*

	1879.	1878.	Increase.	Decrease.	Per cent.
Pitts., Fort Wayne and Chicago Ry.	2,254,341	* 2,253,731	610	.....	0.100
New Castle and Beaver Valley Railroad.....	105,464	130,508	.....	25,044	19.100
Lawrence Railroad	35,829	50,679	.....	14,850	29.100
Erie and Pittsburgh Railroad.....	127,670	136,782	.....	9,112	6.100
North West'n Ohio Railway .....	85,725	76,165	9,560	.....	12.100
Ashtabula and Pittsburgh Railway...	56,511	54,174	2,337	.....	4.100
Cleveland and Pittsburgh Railroad...	695,479	584,237	111,242	.....	19.100
Jeffers'ville, Madison and Indianapolis Railroad...	648,332	667,982	.....	19,650	3
Indianapolis and Vincennes Railroad.....	85,011	101,892	.....	16,881	16.100
Total.....	4,094,362	4,056,150	38,212	.....	0.100

\* The apparent discrepancy between this total and the aggregate for the Eastern and Western Divisions, as given on page 41 of the Report for 1878, is accounted for by the fact that in the latter the same passengers are counted twice wherever they were carried on both Divisions.

## STATEMENT No. 4.

*Passengers carried one mile.*

	1879.	1878.	Increase.	Decrease.	Per cent.
Pitts., Fort Wayne and Chicago Ry.	86,406,476	77,819,493	8,586,983	.....	11 $\frac{11}{100}$
New Castle and Beaver Valley Railroad.....	1,055,331	1,215,262	.....	159,931	13 $\frac{60}{100}$
Lawrence Railroad	437,769	565,939	.....	128,170	22 $\frac{15}{100}$
Erie and Pittsburgh Railroad.....	2,621,680	2,614,017	7,663	.....	0 $\frac{29}{100}$
North West'n Ohio Railway.....	1,969,199	1,874,524	94,675	.....	5 $\frac{18}{100}$
Ashtabula and Pittsburgh Railway...	822,335	817,541	4,794	.....	0 $\frac{59}{100}$
Cleveland and Pittsburgh Railroad...	16,624,524	14,853,524	1,771,000	.....	11 $\frac{32}{100}$
Jeffers'ville, Madison and Indianapolis Railroad...	12,267,788	11,829,591	438,197	.....	3 $\frac{70}{100}$
Indianapolis and Vincennes Railroad.....	2,236,259	2,190,825	45,434	.....	2 $\frac{7}{100}$
Total.....	124,441,361	113,780,716	10,660,645	.....	9 $\frac{37}{100}$

# STATEMENT No. 5.

## EARNINGS AND EXPENSES PER TON AND PASSENGER PER MILE—1879 AND 1878.

	Pittsburgh, Fort Wayne and Chicago Railway.		Newcastle & Beaver Valley Railroad.		Lawrence Railroad.		Eric and Pittsburgh Railroad.		Cleveland and Pittsburgh Railroad.		Ashtabula and Pittsburgh Railway.		North Western Ohio Railway.		Jeffersonville, Madison and Indianapolis Railroad.		Indianapolis and Vincennes Railroad.	
Length of Road .....	468		15		22		100		225		62		86		186		117	
Years.	1879	1878	1879	1878	1879	1878	1879	1878	1879	1878	1879	1878	1879	1878	1879	1878	1879	1878
Earnings per ton, cents.....	.755	.870	1.880	2.020	1.714	1.975	1.099	1.010	1.144	1.220	1.044	1.130	.813	1.070	1.470	1.590	1.580	2.010
Cost per ton, cents.....	.438	.498	1.052	1.080	.821	.880	.770	.679	.585	.670	.694	.640	.891	1.021	.901	.961	1.160	1.700
Profit per ton, cents.....	.317	.372	.828	.940	.893	1.090	.329	.331	.559	.550	.350	.490	.078	.049	.569	.629	.420	.310
Earnings per passenger, cents..	2.225	2.290	3.235	4.110	2.786	3.030	3.191	3.050	2.641	2.910	2.772	2.820	2.744	2.760	2.920	2.790	3.440	3.350
Cost per passenger, cents.....	1.136	1.245	3.051	2.300	4.547	3.150	3.343	3.337	1.823	2.350	4.238	3.850	3.180	3.175	2.221	2.367	3.650	5.150
Profit per passenger, cents.....	1.089	1.045	.184	1.810	1.761	.120	.152	.287	.818	.560	1.466	1.030	.436	.415	.699	.423	.210	1.800















NINTH ANNUAL REPORT  
OF THE  
BOARD OF DIRECTORS  
OF THE  
PENNSYLVANIA COMPANY,  
TOGETHER WITH THE  
COMPTROLLER'S STATEMENT.

---

*FOR THE YEAR ENDING DECEMBER 31st, 1880.*

LIBRARY  
HARVARD UNIVERSITY  
PHILADELPHIA

Review Printing House, N. W. Corner Walnut and Fourth Streets.

1881.

YIABU!  
XOPUL, OPOBATE CHA. B!  
YTI293VIBU

DIRECTORS  
OF THE  
PENNSYLVANIA COMPANY

FOR 1881-1882:

GEORGE B. ROBERTS,  
J. N. McCULLOUGH,  
WILLIAM THAW,  
THOMAS D. MESSLER,  
HENRY H. HOUSTON,  
WISTAR MORRIS,

SAMUEL M. FELTON,  
HENRY M. PHILLIPS,  
JOSEPH N. DU BARRY,  
JOHN PRICE WETHERILL,  
A. J. CASSATT,  
JOHN P. GREEN,

WILLIAM H. BARNES.

---

*President,*  
GEORGE B. ROBERTS.

*1st Vice-President,*  
J. N. McCULLOUGH.

*2d Vice-President,*  
WILLIAM THAW.

*3d Vice-President and Comptroller,*  
THOMAS D. MESSLER.

*Treasurer,*  
WILLIAM H. BARNES.

*Secretary,*  
S. B. LIGGETT.

*Assistant Secretary,*  
STEPHEN W. WHITE.

*General Manager,*  
J. D. LAYNG.



# NINTH ANNUAL REPORT.

PITTSBURGH, June 7th, 1881.

*To the Stockholders of the  
Pennsylvania Company:*

Your Board of Directors submit herewith their report of the operations of the Company for the year ending December 31st, 1880.

The following statement shows the net result from the operation of the leased roads of the Company, its income from Union Line Bureau and from miscellaneous sources, the charges against the same for the year with the balance of net profit; also the credits and charges to Profit and Loss on account of the business of previous years, and the state of that account at the close of the year 1880, viz.:

Net earnings Union Line Bureau,	\$754,017 72	
Received for rents Monongahela		
Extension, . . . . .	37,500 00	
Received for Real Estate, . . . .	41,500 01	
"     "   Equipment, . . . .	15,707 97	
		\$848,725 70
Profits from operating leased roads:		
Pittsburgh, Fort Wayne and		
Chicago Railway, . . . . .	\$1,589,543 15	
New Castle and Beaver Valley		
Railroad, , . . . . .	71,226 63	
Carried forward,	\$1,660,769 78	\$848,725 70

Brought forward,	\$1,660,769 78	\$848,725 70
Lawrence Railroad,	6,868 48	
Cleveland and Pittsburgh Rail- road,	307,378 45	
		1,975,016 71
Dividends on Stocks,	\$297,854 00	
Interest on Bonds,	228,537 42	
"    " General Accounts,	51,305 81	
		577,697 23
Total Revenue,		\$3,401,439 64

Deduct—

Expenses Proprietary Department,	\$64,602 25
Interest on 6 per cent. Registered Bonds,	186,397 10
Interest on Debentures,	358,800 00

Loss in operating leased roads, viz.:

Erie and Pittsburgh Railroad,	\$242,819 31
Massillon and Cleve- land R. R.,	5,365 25
Indianapolis and Vin- cennes R. R.,	148,583 79
Cash advanced to Cincinnati, Rich- mond and Fort Wayne R. R. Co.,	24,384 87
	421,153 22
	1,024,952 57

Balance, being net income after payment of expenses, interest, rental, &c.,	\$2,376,487 07
--	----------------

Carried forward, \$2,376,487 07

	Brought forward, \$2,376,487 07	
Deduct dividend on Capital Stock, 4 per cent., . . . . .	480,000 00	
Balance, being the surplus for the year 1880, after paying all expenses, interest on bonded debts, rentals, dividend, advances, &c., carried to credit Profit and Loss Account, December 31st, 1880, . . . . .	\$1,896,487 07	
By Balance to Credit of this Account December 31st, 1879, . . . . .	1,212,196 26	
By Profit on sale of securities above value as represented on books of the Company, . . . . .	132,425 86	
To Amount carried to Reserve Fund for account Sinking Funds Leased Roads, . . . .	\$183,456 00	
To Sundry worthless accounts charged off, . . . . .	5,329 70	
To Balance to credit of this account December 31st, 1880, . . . . .	3,052,323 49	
	<u>\$3,241,109 19</u>	<u>\$3,241,109 19</u>

# PITTSBURGH, FORT WAYNE AND CHICAGO RAILWAY.

## EARNINGS.

	1880.	1879.	Increase.	Decrease.	Per Ct.
Freights, . .	\$7,395,452 08	\$6,066,593 55	\$1,328,858 53	. . .	21 <sup>20</sup> / <sub>100</sub>
Passengers, .	2,248,899 89	1,922,806 98	326,092 91	. . .	16 <sup>26</sup> / <sub>100</sub>
Express, . .	140,480 32	131,908 83	8,571 49	. . .	6 <sup>50</sup> / <sub>100</sub>
Mails, . . .	151,234 63	137,888 78	13,345 85	. . .	9 <sup>68</sup> / <sub>100</sub>
Rent of Rail- way, . . .	141,418 28	135,426 48	5,991 80	. . .	4 <sup>42</sup> / <sub>100</sub>
Miscellaneous	19,334 79	57,758 28	. . .	\$38,423 49	66 <sup>52</sup> / <sub>100</sub>
Totals, . .	\$10,096,819 99	\$8,452,382 90	\$1,644,437 09	. . .	19 <sup>45</sup> / <sub>100</sub>

## EXPENSES.

	1880.	1879.	Increase.	Decrease.	Per Ct.
Conduct'g Trans.,	\$1,771,638 18	\$1,594,767 24	\$176,870 94	. . .	11 <sup>20</sup> / <sub>100</sub>
Motive Power, .	1,439,899 59	1,294,199 33	145,700 26	. . .	11 <sup>28</sup> / <sub>100</sub>
Maint. of Way, .	1,105,660 31	818,968 20	286,692 11	. . .	35 <sup>18</sup> / <sub>100</sub>
Maint. of Cars, .	717,689 30	503,492 11	214,197 19	. . .	42 <sup>54</sup> / <sub>100</sub>
General Expenses	283,671 87	289,701 92	. . .	\$6,030 05	2 <sup>18</sup> / <sub>100</sub>
Totals, . . .	\$5,318,559 25	\$4,501,128 80	\$817,431 45	. . .	18 <sup>16</sup> / <sub>100</sub>

### NET EARNINGS.

	1880.	1879.	Increase.	Per Ct.
Less amount paid Cleveland and Pittsburgh R. R. on division of joint earnings, . . . . .	\$4,778,260 74	\$3,951,254 10	\$827,006 64	20 <sup>8</sup> / <sub>100</sub>
	345,839 30	231,136 28	114,703 02	49 <sup>8</sup> / <sub>100</sub>
Total, . . . . .	\$4,432,421 44	\$3,720,117 82	\$712,303 62	19 <sup>1</sup> / <sub>100</sub>

### RENTAL.

	1880.	1879.	Increase.	Per Ct.
	\$2,842,878 29	\$2,797,751 00	\$45,127 29	1 <sup>6</sup> / <sub>100</sub>

### PROFIT.

	1880.	1879.	Increase.	Per Ct.
	\$1,589,543 15	\$922,366 82	\$667,176 33	72 <sup>3</sup> / <sub>100</sub>

### BETTERMENTS.

Balance due for Betterments December 31st,	
1879, . . . . .	\$461,649 43
Expended during 1880, . . . . .	939,362 08
Total, . . . . .	\$1,401,011 51
Received on account during the year, . . . . .	441,600 00
Balance due December 31st, 1880, . . . . .	\$959,411 51

The chief betterment expenditure was in the purchase of real estate for, and the construction of the new passenger depot at Chicago, as more particularly noted hereinafter.

### SINKING FUNDS.

There was also contributed to Sinking Funds provided for redemption of Pittsburgh, Ft. Wayne and Chicago R'y Co. 1st and 2d Mortgage Bonds, during 1880, in addition to interest accruing on bonds redeemed and held by Trustees,

Trustees, . . . . .	\$104,100 00
The Trustees under these Mortgages redeemed, during 1880, of these bonds, . . . . .	<u>\$123,000 00</u>
Total amount redeemed December 31st, 1880:	<u>-----</u>
1st Mortgage, . . . . .	\$1,196,000
2d Mortgage, . . . . .	1,258,000
	<u>\$2,454,000 00</u>
Unapplied Cash Balance in hands of Trustees December 31st, 1880:	
On account of First Mortgage	
Sinking Fund, . . . . .	\$153,362 93
On account of Second Mortgage	
Sinking Fund, . . . . .	246,450 40
	<u>\$399,813 33</u>

This line shows a large increase in both passenger and freight earnings for the year, the number of passengers carried being greater than for any time during the past eleven years, the gain being in both local and through emigrant traffic. The local tonnage shows a large increase, while there was a slight decrease in the movement of through traffic, the result being an increase of over \$700,000 in the net earnings.

Upon this line, as upon all others controlled by your Company, an increase will be noted in the expenses of Conducting Transportation, partially due to the increased volume of business, but mainly caused by the advanced cost of labor and materials. On the Eastern Division of the Fort Wayne line, the Maintenance of Way expenses show a heavy increase, due to continued improvements in the roadway in the renewal of bridges and culverts and the full ballasting of portions of the track with stone.

During the year 4,128 tons of steel rails and 357,589 ties were put in the track.

Considerable additions were made to the side and main tracks on the Eastern division, the limited expenditures for this purpose on the Western division being confined principally to Fort Wayne.

The motive power and equipment are in better condition than at any previous period. Seventeen engines were built at Allegheny and Fort Wayne during the year to replace others that were old and worn out, and five ten-wheelers were purchased from the Pennsylvania Railroad Company. A large number of the very light engines formerly upon the line have now been withdrawn, with decided advantage in the economical moving of traffic. The passenger coaches were equipped with the automatic brake, and a number of old freight cars replaced by others of twenty ton capacity; the entire freight and passenger equipment is now full and in active service. The main gain in tonnage was in coal and coke, there being a considerable decrease in the movement of grain and ore. The empty car mileage amounted to about one-fifth of the loaded mileage during the year, being a marked improvement. The average load per train also shows a decided gain.

The facilities of the line for handling traffic have been greatly improved by the construction of the new joint passenger dépôt at Chicago, and by the arrangement of the outer yard at that point for the reception of West-bound freight, and its distribution to the various dépôts and connecting roads. The passenger dépôt answers admirably the purposes of its construction, and will fully accommodate the business of the several roads which have arranged for its joint use, in common with your own, viz. the Chicago, Milwaukee and St. Paul, the Chicago and Alton, the Chicago, Burlington and Quincy and the Pittsburgh, Cincinnati and St. Louis Railways. In order to properly accommodate the traffic to and from the dépôt, four tracks have been extended from Van Buren to Sixteenth Street, and will soon be completed to the South Branch Bridge.

# NEW CASTLE AND BEAVER VALLEY RAILROAD.

## EARNINGS.

	1880.	1879.	Increase.	Decrease.	Per Ct.
Freights, . . . .	\$281,374 50	\$218,078 38	\$63,296 12	. . .	29 <sup>23</sup> / <sub>100</sub>
Passengers, . . .	38,327 56	34,144 01	4,183 55	. . .	12 <sup>23</sup> / <sub>100</sub>
Express, . . . .	4,082 00	3,622 19	459 81	. . .	12 <sup>89</sup> / <sub>100</sub>
Mails, . . . .	1,828 25	1,793 45	34 80	. . .	1 <sup>92</sup> / <sub>100</sub>
Miscellaneous, .	170 88	177 08	. . .	\$6 20	3 <sup>50</sup> / <sub>100</sub>
Totals, . . .	\$325,783 19	\$257,815 11	\$67,968 08	. . .	26 <sup>36</sup> / <sub>100</sub>

## EXPENSES.

	1880.	1879.	Increase.	Decrease.	Per Ct.
Conduct'g Trans.,	\$42,880 24	\$38,308 88	\$4,571 36	. . .	11 <sup>83</sup> / <sub>100</sub>
Motive Power, .	35,939 12	27,495 63	8,443 49	. . .	30 <sup>71</sup> / <sub>100</sub>
Maint. of Way, .	39,432 50	71,570 07	. . .	\$36,137 57	47 <sup>82</sup> / <sub>100</sub>
Maint. of Cars, .	144 73	7,368 32	. . .	7,223 59	98 <sup>83</sup> / <sub>100</sub>
General Expenses	5,846 68	5,459 63	387 05	. . .	7 <sup>80</sup> / <sub>100</sub>
Totals, . . .	\$124,243 27	\$154,202 53	. . .	\$29,959 26	18 <sup>78</sup> / <sub>100</sub>

## NET EARNINGS.

1880.	1879.	Increase.	Per Cent.
\$201,539 92	\$103,612 58	\$97,927 34	94 <sup>51</sup> / <sub>100</sub>

# RENTAL.

	1880.	1879.	Increase.	Per Cent.
40 per cent. of Gross Earnings,	\$130,313 29	\$103,126 05	\$27,187 24	26 $\frac{86}{100}$

# PROFIT.

	1880.	1879.	Increase.
	\$71,226 63	\$486 53	\$70,740 10

This road shows a large increase in freight earnings, and a marked decrease in expenses of Maintenance of Way, the result being an extraordinarily low ratio of operating expenses. The local tonnage and mileage show a considerable gain, there being an increase in the movement of coal, coke and limestone, but a decided decrease in the movement of ore.

The track and structures are in excellent condition with the exception of the large bridge over the Mahoning at Lawrence Junction, which will require renewal this year. The whole line is now in steel, fully ballasted, and in excellent condition for handling traffic. The station buildings at New Castle have been replaced, and the yard tracks at that point re-arranged with advantage to the movement of traffic. The haul per car and per engine shows a continued improvement over the preceding year.

# LAWRENCE RAILROAD.

## EARNINGS.

	1880.	1879.	Increase.	Decrease.	Per Cent.
Freights, . . . .	\$167,368 89	\$157,619 26	\$9,749 63	. . .	6 $\frac{1}{100}$
Passengers, . . .	13,534 90	12,197 27	1,337 63	. . .	10 $\frac{27}{100}$
Express, . . . .	3,140 00	2,457 11	682 89	. . .	27 $\frac{7}{100}$
Mails, . . . .	986 24	974 70	11 54	. . .	1 $\frac{1}{100}$
Miscellaneous, .	302 98	204 14	98 84	. . .	48 $\frac{42}{100}$
Totals, . . . .	\$185,333 01	\$173,452 48	\$11,880 53	. . .	6 $\frac{28}{100}$

## EXPENSES.

	1880.	1879.	Increase.	Decrease.	Per Cent.
Conduct'g Trans.,	\$39,576 11	\$30,777 68	\$8,798 43	. . .	28 $\frac{2}{100}$
Motive Power, .	21,328 87	18,751 45	2,577 42	. . .	13 $\frac{7}{100}$
Maint. of Way, .	39,341 85	37,272 59	2,069 26	. . .	5 $\frac{5}{100}$
Maint. of Cars, .	171 19	4,938 01	. . .	\$4,766 82	96 $\frac{3}{100}$
Gen'l Expenses, .	3,913 31	3,637 86	275 45	. . .	7 $\frac{5}{100}$
Totals, . . . .	\$104,331 33	\$95,377 59	\$8,953 74	. . .	9 $\frac{3}{100}$

## NET EARNINGS.

	1880.	1879.	Increase.	Per Cent.
	\$81,001 68	\$78,074 89	\$2,926 79	3 $\frac{7}{100}$

# RENTAL.

	1880.	1879.	Increase.	Per Cent.
40 per cent. of Gross Earnings, . . . .	\$74,133 20	\$69,380 99	\$4,752 21	6.85 100

# PROFIT.

	1880.	1879.	Decrease.	Per Cent.
	\$6,868 48	\$8,693 90	\$1,825 42	21

The road shows a small increase both in earnings and expenses, and a slight decrease in tonnage and mileage. The load per car and per train shows the same improvement as the other lines already referred to. There was a decided gain in the movement of coal and coke, but a greater loss in that of ore and pig and bloom iron, so that the aggregate tonnage for the year shows a slight decrease.

The portion of the track laid with steel is in good condition, but the remainder, being laid with short iron, needs considerable improvement.

## ERIE AND PITTSBURGH RAILROAD.

### EARNINGS.

	1880.	1879	Increase.	Decrease.	Per Cent.
Merchandise and Ore,	\$293,782 94	\$232,214 04	\$61,568 90	. . .	26.51 100
Coal, . . . . .	199,427 49	232,007 71	. . .	\$32,580 22	14.14 100
Passengers, . . . . .	95,788 90	83,660 54	12,128 36	. . .	14.50 100
Express, . . . . .	6,878 64	5,308 57	1,570 07	. . .	29.67 100
Mails, . . . . .	8,899 38	9,417 30	. . .	517 92	5.10 100
Rent of Railway, . .	9,639 44	11,454 17	. . .	1,794 73	15.67 100
Miscellaneous, . . . .	17,555 56	14,090 68	3,464 88	. . .	24.59 100
Totals, . . . . .	\$631,992 35	\$588,153 01	\$43,839 34	. . .	7.15 100

## EXPENSES.

	1880.	1879.	Increase.	Decrease.	Per Cent.
Conducting Transp'n,	\$122,052 29	\$104,064 04	\$17,988 25	. . .	17 <sup>22</sup> / <sub>100</sub>
Motive Power, . . .	100,165 27	82,614 03	17,551 24	. . .	21 <sup>24</sup> / <sub>100</sub>
Maintenance of Way,	146,782 48	143,967 77	2,814 71	. . .	1 <sup>82</sup> / <sub>100</sub>
Maintenance of Cars,	89,594 00	74,115 73	15,478 27	. . .	20 <sup>88</sup> / <sub>100</sub>
General Expenses, . .	10,325 41	8,295 39	2,030 02	. . .	24 <sup>47</sup> / <sub>100</sub>
Totals, . . . . .	\$468,919 45	\$413,056 96	\$55,862 49	. . .	13 <sup>52</sup> / <sub>100</sub>

## NET EARNINGS.

	1880.	1879.	Decrease.	Per Cent.
	\$163,072 90	\$175,096 05	\$12,023 15	6 <sup>87</sup> / <sub>100</sub>

## RENTAL.

	1880.	1879.	Decrease.	Per Cent.
	\$405,892 21	\$407,749 12	\$1,856 91	0 <sup>44</sup> / <sub>100</sub>

## LOSS.

	1880.	1879.	Increase.	Per Cent.
	\$242,819 31	\$232,653 07	\$10,166 24	4 <sup>87</sup> / <sub>100</sub>

The gross earnings from merchandise and ore show a considerable increase, but in the coal traffic there was a continued reduction in tonnage and revenue. The expenses increased in all departments, due to the advance already noted in the cost of labor and materials.

Twenty-five miles of the track are now laid with steel, and the residue is in fair condition for the movement of traffic. The large trestle at Cross' will require renewal within a short period. The motive power and equipment are in good condition.

# ASHTABULA AND PITTSBURGH RAILWAY.

## EARNINGS.

	1880.	1879.	Increase.	Decrease.	Per Ct.
Merchandise and Ore,	\$159,968 91	\$173,352 54	. . .	\$13,383 63	7 <sup>72</sup> / <sub>100</sub>
Coal, . . . . .	86,503 22	50,319 54	\$36,183 68	. . .	71 <sup>27</sup> / <sub>100</sub>
Passengers, . . . .	29,120 24	22,795 32	6,324 92	. . .	27 <sup>88</sup> / <sub>100</sub>
Express, . . . . .	1,757 53	1,272 28	485 25	. . .	38 <sup>14</sup> / <sub>100</sub>
Mails, . . . . .	2,694 30	2,654 78	39 52	. . .	1 <sup>42</sup> / <sub>100</sub>
Miscellaneous, . . .	2,599 43	2,209 62	389 81	. . .	18 <sup>10</sup> / <sub>100</sub>
Totals, . . . . .	\$282,643 63	\$252,604 08	\$30,039 55	. . .	11 <sup>82</sup> / <sub>100</sub>

## EXPENSES.

	1880.	1879.	Increase.	Decrease.	Per Ct.
Conducting Transp'n,	\$54,553 36	\$56,938 12	. . .	\$2,384 76	4 <sup>21</sup> / <sub>100</sub>
Motive Power, . . .	39,247 54	36,972 21	\$2,275 33	. . .	6 <sup>18</sup> / <sub>100</sub>
Maintenance of Way,	70,060 45	63,738 69	6,321 76	. . .	9 <sup>22</sup> / <sub>100</sub>
Maintenance of Cars,	16,293 22	14,777 03	1,516 19	. . .	10 <sup>28</sup> / <sub>100</sub>
General Expenses, .	11,013 86	11,199 20	. . .	185 34	1 <sup>68</sup> / <sub>100</sub>
Totals, . . . . .	\$191,168 43	\$183,625 25	\$7,543 18	. . .	4 <sup>11</sup> / <sub>100</sub>

## NET EARNINGS.

	1880.	1879.	Increase.	Per Cent.
	\$91,475 20	\$68,978 83	\$22,496 37	32 <sup>41</sup> / <sub>100</sub>

# HIRE OF EQUIPMENT.

1880.	1879.	Increase.	Per Cent.
\$7,647 42	\$4,695 98	\$2,951 44	62.81 100

# NET.

1880.	1879.	Increase.	Per Cent
\$83,827 78	\$64,282 85	\$19,544 93	30.42 100

The revenue from merchandise and ore shows a falling off, but the coal traffic exhibits a decided improvement. The main increase in expenses was in the item of Maintenance of Way, the track and structures being in excellent condition, as also the docks at Ashtabula. The freight traffic shows a gain of nearly \$25,000, and the load per car and per train a very marked improvement.

# CLEVELAND AND PITTSBURGH RAILROAD.

## EARNINGS.

	1880.	1879.	Increase.	Decrease.	Per Ct.
Freights, . . . .	\$2,130,773 74	\$1,883,725 06	\$247,048 68	. . .	13 <sup>1</sup> / <sub>100</sub>
Passengers, . . .	473,085 66	439,090 56	33,995 10	. . .	7 <sup>7</sup> / <sub>100</sub>
Express, . . . .	37,000 00	33,945 46	3,054 54	. . .	9
Mails, . . . . .	26,805 61	25,736 16	1,069 45	. . .	4 <sup>1</sup> / <sub>100</sub>
Miscellaneous, .	31,625 71	36,018 27	. . .	\$4,392 56	12 <sup>2</sup> / <sub>100</sub>
Totals, . . . .	\$2,699,290 72	\$2,418,515 51	\$280,775 21	. . .	11 <sup>6</sup> / <sub>100</sub>

## EXPENSES.

	1880.	1879.	Increase.	Decrease.	Per Ct.
Conduct'g Trans.,	\$449,106 06	\$428,024 81	\$21,081 25	. . .	4 <sup>9</sup> / <sub>100</sub>
Motive Power, .	368,100 83	310,422 94	57,677 89	. . .	18 <sup>5</sup> / <sub>100</sub>
Maint. of Way, .	347,680 62	287,805 75	59,874 87	. . .	20 <sup>8</sup> / <sub>100</sub>
Maint. of Cars, .	154,829 34	138,513 03	16,316 31	. . .	11 <sup>7</sup> / <sub>100</sub>
General Expenses	104,085 38	101,968 91	2,116 47	. . .	2 <sup>1</sup> / <sub>100</sub>
Totals, . . . .	\$1,423,802 23	\$1,266,735 44	\$157,066 79	. . .	12 <sup>4</sup> / <sub>100</sub>

### NET EARNINGS.

	1880.	1879.	Increase.	Per Ct.
	\$1,275,488 49	\$1,151,780 07	\$123,708 42	10 <sup>74</sup> / <sub>100</sub>
Add amount received from P., Ft. W. & C. R'y on division of joint earnings, .	273,797 87	191,078 02	82,719 85	43 <sup>20</sup> / <sub>100</sub>
Totals, . . . . .	\$1,549,286 36	\$1,342,858 09	\$206,428 27	15 <sup>37</sup> / <sub>100</sub>

### RENTAL.

1880.	1879.	Decrease.	Per Cent
\$1,241,907 91	\$1,247,620 64	\$5,712 73	0 <sup>48</sup> / <sub>100</sub>

### PROFIT.

1880.	1879.	Increase.
\$307,378 45	\$95,237 45	\$212,141 00

### BETTERMENTS.

Balance due for Betterments December 31st, 1879,	\$81,758 99
Amount expended during 1880,	147,337 39
Total,	\$229,096 38
Received on account,	84,688 81
Balance due December 31st, 1880, .	\$144,407 57

### SINKING FUNDS.

There was also contributed during 1880 to the Sinking Funds provided for the redemption of Consolidated and Construction and Equipment Bonds of Cleveland and Pittsburgh Railroad Company, . . . . .		\$79,356 00
During 1880 there were redeemed of the Construction and Equipment Bonds . . . . .		<u>\$14,000 00</u>
Total amount redeemed December 31st, 1880:		<u>          </u>
Consolidated, . . . . .		\$412,000 00
Construction and Equipment, . . . . .		94,000 00
		<u>\$506,000 00</u>

Balance in Cash and U. S. Bonds in hands of Trustees December 31st, 1880:		
Consolidated Mortgage Sinking Fund, . . . . .		\$102,516 80
Construction and Equipment Mortgage Sinking Fund, . . . . .		29,396 68
		<u>\$131,913 48</u>

This road shows a large increase in freight earnings, and additional expenditures in all departments of the service.

There was expended in betterments during the year, as already noted, \$147,337.39, to cover the cost of 250 new gondola cars and improvements in roadway and bridges.

The tonnage increased over 159,000 tons, the gain being general in all branches of traffic. The earnings per ton per mile show an increase in common with nearly all your Northwestern lines, and there was also an increase in cost of movement. The load per train shows a slight improvement over the preceding year. The track, motive power and equipment are in excellent condition, and the entire line between Cleveland and Rochester is now laid in steel, as also a few miles below Yellow Creek.

# NORTHWESTERN OHIO RAILWAY.

## EARNINGS.

	1880.	1879.	Increase.	Decrease.	Per Ct.
Freights, . . . .	\$169,796 24	\$141,912 17	\$27,884 07	. . .	19 <sup>65</sup> / <sub>100</sub>
Passengers, . . .	61,384 26	54,040 54	7,343 72	. . .	13 <sup>59</sup> / <sub>100</sub>
Express, . . . .	9,420 00	9,390 00	30 00	. . .	0 <sup>32</sup> / <sub>100</sub>
Mails, . . . . .	5,457 40	5,498 77	. . .	\$41 37	0 <sup>75</sup> / <sub>100</sub>
Rent of Railway,	23,804 66	14,549 35	9,255 31	. . .	63 <sup>61</sup> / <sub>100</sub>
Miscellaneous, .	6,302 64	4,670 90	1,631 74	. . .	34 <sup>88</sup> / <sub>100</sub>
Totals, . . . .	\$276,165 20	\$230,061 73	\$46,103 47	. . .	20 <sup>4</sup> / <sub>100</sub>

## EXPENSES.

	1880.	1879.	Increase.	Decrease.	Per Ct.
Conduct'g Trans.,	\$67,792 79	\$77,095 76	. . .	\$9,302 97	12 <sup>7</sup> / <sub>100</sub>
Motive Power, .	53,598 19	52,174 59	\$1,423 60	. . .	2 <sup>72</sup> / <sub>100</sub>
Maint. of Way, .	95,195 52	70,311 76	24,883 76	. . .	35 <sup>89</sup> / <sub>100</sub>
Maint. of Cars, .	119 84	1,378 60	. . .	1,258 76	93 <sup>48</sup> / <sub>100</sub>
Gen'l Expenses,	9,788 22	17,194 36	. . .	7,406 14	43 <sup>8</sup> / <sub>100</sub>
Totals, . . . .	\$226,494 56	\$218,155 07	\$8,339 49	. . .	3 <sup>82</sup> / <sub>100</sub>

## NET EARNINGS.

1880.	1879.	Increase.
\$49,670 64	\$11,906 66	\$37,763 98

OTHER CHARGES.

	1880.	1879.	Increase.	Decrease.	Per Ct.
Hire of Equipment,	\$25,749 38	\$28,603 14	. . .	\$2,853 76	9 <sup>88</sup> / <sub>100</sub>
Rent of P., Ft. W. and C. Railway, .	20,152 64	17,375 57	\$2,777 07	. . .	15 <sup>88</sup> / <sub>100</sub>
Rent of Real Estate, Toledo, . . . . .	19,707 37	. . .	19,707 37	. . .	. .
Totals, . . . . .	\$65,609 39	\$45,978 71	\$19,630 68	. . .	42 <sup>70</sup> / <sub>100</sub>

LOSS.

1880.	1879.	Decrease.	Per Cent.
\$15,938 75	\$34,072 05	\$18,133 30	53 <sup>22</sup> / <sub>100</sub>

The increase in lumber and miscellaneous traffic of this line was more than offset by the falling off in the grain traffic, so that the aggregate tonnage shows a slight decrease for the year. The net earnings, however, show a decided improvement over the preceding year, notwithstanding the heavy increase in Maintenance of Way expenses, due to the renewal of the Maumee River Bridge, which was completed during the year, and to the full ballasting and laying in steel of five miles of track. The roadway and structures are in fair condition, but additional tracks are needed at Toledo to accommodate the joint business with the Columbus and Toledo Railroad. The passenger dépôt at Toledo was finished and put into use early in the year.

# JEFFERSONVILLE, MADISON AND INDIANAPOLIS RAILROAD.

## EARNINGS.

	1880.	1879.	Increase.	Decrease.	Per Ct.
Freights, . . .	\$883,091 38	\$787,386 06	\$95,705 32	. . .	12 <sup>15</sup> / <sub>100</sub>
Passengers, . .	415,213 52	358,751 44	56,462 08	. . .	15 <sup>74</sup> / <sub>100</sub>
Express, . . .	24,256 16	23,867 23	388 93	. . .	1 <sup>68</sup> / <sub>100</sub>
Mails, . . . .	23,786 78	22,435 92	1,350 86	. . .	6 <sup>18</sup> / <sub>100</sub>
Miscellaneous,	42,217 07	53,893 13	. . .	\$11,676 06	21 <sup>85</sup> / <sub>100</sub>
Totals, . . .	\$1,388,564 91	\$1,246,333 78	\$142,231 13	. . .	11 <sup>41</sup> / <sub>100</sub>

## EXPENSES.

	1880.	1879.	Increase.	Decrease.	Per Ct.
Conducting Transp'n,	\$319,797 95	\$258,981 02	\$60,816 93	. . .	23 <sup>48</sup> / <sub>100</sub>
Motive Power, . .	204,683 05	198,595 23	6,087 82	. . .	3 <sup>17</sup> / <sub>100</sub>
Maintenance of Way,	206,254 24	192,666 07	13,588 17	. . .	7 <sup>15</sup> / <sub>100</sub>
Maintenance of Cars,	69,987 82	55,439 83	14,547 99	. . .	26 <sup>24</sup> / <sub>100</sub>
General Expenses, .	46,303 40	47,788 13	. . .	\$1,484 73	3 <sup>11</sup> / <sub>100</sub>
Totals, . . . . .	\$847,026 46	\$753,470 28	\$93,556 18	. . .	12 <sup>42</sup> / <sub>100</sub>

# NET EARNINGS.

	1880.	1879.	Increase.	Decrease.	Per Ct.
One-half net earnings	\$541,538 45	\$492,863 50	\$48,674 95	. . .	9 <sup>88</sup> / <sub>100</sub>
Cambridge Extension, . . . . .	3,990 48	1,802 95	2,187 53	. . .	121 <sup>88</sup> / <sub>100</sub>
	\$545,528 93	\$494,666 45	\$50,862 48	. . .	10 <sup>21</sup> / <sub>100</sub>

# SINKING FUNDS.

There was contributed during 1880 to the Sinking Fund provided for the redemption of Jeffersonville, Madison and Indianapolis R. R. Co.

1st Mortgage Bonds, - - - - - \$15,000 00

There were redeemed during 1880 by the Trustee, of these Bonds, - - - - -

\$5,000 00

Total amount redeemed December 31, 1880, - \$224,000 00

Unapplied Cash Balance in hands of Trustee, - \$12,457 62

The earnings show an increase of over \$140,000 during the year, there being a gain both in freight and passenger revenue.

The expenses also show a considerable increase, mainly in the conducting of transportation, owing to the increased service and cost of labor and materials. A slightly increased rate was obtained on through tonnage, but there was a decided falling off in local rates.

The physical condition of the main line has been much improved, but considerable work is needed upon the Madison and Cambridge City Branches. Large expenditures were made in the repair and renewal of bridges, 590 feet upon the Madison Branch having been entirely rebuilt, and other similar improvements made at an aggregate cost of nearly \$30,000. Considerable work is still required to put the bridges in proper condition.

The motive power and car equipment are in good condition. The load per train shows a large increase as compared with the preceding year. Additional equipment is needed in order to properly accommodate its traffic, as also increased terminal facilities at Louisville. Owing to the want of the latter, and to the inability of connecting lines to promptly take the freight offered them, an expensive blockade occurred at the end of the year, which seriously interfered with the earnings of the road. Notwithstanding these drawbacks, the tonnage of the line shows an increase for the year of nearly 230,000 tons or 13 per cent., and the passenger traffic also shows a marked improvement.

During 1880, 1,697 tons of steel and 99,078 ties were put in the track.

## INDIANAPOLIS AND VINCENNES RAILROAD.

### EARNINGS.

	1880.	1879.	Increase.	Decrease.	Per Ct.
Freights, . . . . .	\$220,376 40	\$208,237 77	\$12,138 63	. . .	5 $\frac{8}{100}$
Passengers, . . . . .	101,010 21	76,845 63	24,164 58	. . .	31 $\frac{4}{100}$
Express, . . . . .	6,009 10	4,823 15	1,185 95	. . .	24 $\frac{5}{100}$
Mails, . . . . .	6,865 69	6,265 58	600 11	. . .	9 $\frac{7}{100}$
Miscellaneous, . . .	5,159 13	5,198 82	. . .	\$39 69	0 $\frac{7}{100}$
Totals, . . . . .	\$339,420 53	\$301,370 95	\$38,049 58	. . .	12 $\frac{6}{100}$

## EXPENSES.

	1880.	1879.	Increase.	Decrease.	Per Ct.
Conducting Transp'n,	\$66,269 68	\$57,842 66	\$8,427 02	. . .	14 <sup>58</sup> / <sub>100</sub>
Motive Power, . . .	66,109 11	55,479 95	10,629 16	. . .	19 <sup>11</sup> / <sub>100</sub>
Maintenance of Way,	116,704 89	90,724 17	25,980 72	. . .	28 <sup>84</sup> / <sub>100</sub>
Maintenance of Cars,	19,759 83	20,023 69	. . .	\$263 86	1 <sup>32</sup> / <sub>100</sub>
General Expenses, . .	10,071 56	10,951 53	. . .	879 97	8 <sup>48</sup> / <sub>100</sub>
Totals, . . . . .	\$278,915 07	\$235,022 00	\$43,893 07	. . .	18 <sup>67</sup> / <sub>100</sub>

## NET EARNINGS.

	1880.	1879.	Decrease.	Per Ct.
	\$60,505 46	\$66,348 95	\$5,843 49	8 <sup>81</sup> / <sub>100</sub>

## INTEREST ON BONDS.

	1880.	1879.
	\$206,000 00	\$206,000 00

## HIRE OF EQUIPMENT.

	1880.	1879.	Increase.	Per Ct.
	\$3,089 25	\$2,323 73	\$765 52	32 <sup>94</sup> / <sub>100</sub>

## LOSS.

	1880.	1879.	Increase.	Per Ct.
	\$148,583 79	\$141,974 78	\$6,609 01	4 <sup>68</sup> / <sub>100</sub>

The increase in earnings upon this line was more than offset by the increase in expenses, the latter being principally in the departments of Motive Power and Maintenance of Way. The former was due to the building of three engines, and the latter

to the repairs of bridges and putting in the track of 1,742 tons of re-rolled iron rails. The motive power is in fair condition. Both the passenger and freight equipment were materially improved during the year. The track is in good condition, as also the superstructure of the bridges, but the pile foundations require replacement with masonry.

The tonnage of the line shows a slight increase for the year, and the passenger traffic a decided gain.

## UNION LINE BUREAU.

### EARNINGS.

	1880.	1879.	Increase.	Decrease.	Per Ct.
Commissions, .	\$733,420 71	\$637,169 34	\$96,251 37	. . .	15.11
Mileage, . . .	649,244 52	761,603 87	. . .	\$112,359 35	14.75
Interest, . . .	3,426 70	. . .	3,426 70	. . .	100
Miscellaneous,	7,768 55	270,443 11	. . .	262,674 56	97.13
Totals, . . .	\$1,393,860 48	\$1,669,216 32	. . .	\$275,355 84	16.42

### EXPENSES.

	1880.	1879.	Increase.	Decrease.	Per Ct.
Transportation, . .	\$271,782 90	\$556,243 22	. . .	\$284,460 32	51.14
Maintenance of Cars,	223,842 09	214,807 25	\$9,034 84	. . .	4.21
General Expenses, .	60,438 03	52,762 49	7,675 54	. . .	14.55
Totals, . . . . .	\$556,063 02	\$823,812 96	. . .	\$267,749 94	32.50

# NET EARNINGS.

1880.	1879.	Decrease.	Per Ct.
\$837,797 46	\$845,403 36	\$7,605 90	0.90

# RESERVE ACCOUNT.

1880.	1879.	Decrease.	Per Ct.
\$83,779 74	\$84,540 33	\$760 59	0.90

# PROFIT.

1880.	1879.	Decrease.	Per Ct.
\$754,017 72	\$760,863 03	\$6,845 31	0.90

The earnings of the bureau show a large decrease, and the expenses an almost equal decrease, so that its net earnings fall but a very small amount below those of 1879.

The tonnage shows a decrease of 118,963 tons, and the ton mileage a decrease of nearly 9 per cent., the average haul being reduced about  $3\frac{3}{4}$  per cent. The revenue received by the roads hauling this traffic was \$12,452,384.61 being an increase over the preceding year of \$1,717,266.21, thus showing an advance in the rate received per ton per mile over that received for 1879 fairly proportioned to the increased cost of labor and materials entering into the transportation of the same.

# INDIANAPOLIS AND ST. LOUIS RAILROAD.

## EARNINGS.

	1880.	1879.	Increase.	Per Cent.
Freights, . . . . .	\$467,514 87	\$346,935 26	\$120,579 61	34.7 <sup>8</sup> / <sub>100</sub>
Passengers, . . . . .	104,727 86	98,354 28	6,373 58	6.4 <sup>8</sup> / <sub>100</sub>
Express, . . . . .	8,212 96	7,348 32	864 64	11.7 <sup>6</sup> / <sub>100</sub>
Mails, . . . . .	8,229 41	5,447 67	2,781 74	51.6 <sup>0</sup> / <sub>100</sub>
Rent of Railway, . . . . .	3,000 00	3,000 00	. . . . .	. . .
Rents, . . . . .	325 50	322 50	3 00	0.9 <sup>2</sup> / <sub>100</sub>
Miscellaneous, . . . . .	248 40	27 60	220 80	. . .
Totals, . . . . .	\$592,259 00	\$461,435 63	\$130,823 37	28.3 <sup>5</sup> / <sub>100</sub>

## EXPENSES.

	1880.	1879.	Increase.	Decrease.	Per Cent.
Conducting Transp'n, .	\$141,115 17	\$105,292 79	\$35,822 38	. . .	34.2 <sup>0</sup> / <sub>100</sub>
Motive Power, . . . .	101,171 80	71,999 91	29,171 89	. . .	40.5 <sup>4</sup> / <sub>100</sub>
Maintenance of Way, .	121,007 49	47,843 08	73,164 41	. . .	152.3 <sup>3</sup> / <sub>100</sub>
Maintenance of Cars, .	40,072 65	22,929 44	17,143 21	. . .	74.7 <sup>6</sup> / <sub>100</sub>
General Expenses, . .	17,016 12	17,642 15	. . . . .	\$626 03	3.6 <sup>4</sup> / <sub>100</sub>
Totals, . . . . .	\$420,383 23	\$265,707 37	\$154,675 86	. . .	58.2 <sup>1</sup> / <sub>100</sub>

# NET EARNINGS.

	1880.	1879.	Decrease.	Per Cent.
Net Earnings Carbon and Otter Creek Valley Railway, . . . .	\$171,875 77	\$195,728 26	\$23,852 49	12 <sup>1</sup> / <sub>10</sub>
	828 20	1,740 86	912 66	52 <sup>4</sup> / <sub>10</sub>
Totals, . . . . .	\$172,703 97	\$197,469 12	\$24,765 15	. . .
Less Pool Payments, . . . . .	403 32	3,199 52	2,796 20	87 <sup>3</sup> / <sub>10</sub>
Totals, . . . . .	\$172,300 65	\$194,269 60	\$21,968 95	11 <sup>2</sup> / <sub>10</sub>

# CHARGES AGAINST INCOME.

	1880.	1879.	Decrease.	Per Cent.
Interest on Bonds, . . . . .	\$250,000 00	\$250,000 00	. . . . .	. . .
Interest on Floating Debt, . . . . .	. . . . .	36,400 00	\$36,400 00	. . .
Totals, . . . . .	\$250,000 00	\$286,400 00	\$36,400 00	12 <sup>7</sup> / <sub>10</sub>

# LOSS.

	1880.	1879.	Decrease.	Per Ct.
	\$77,699 35	\$92,130 40	\$14,431 05	15 <sup>8</sup> / <sub>10</sub>

No definite result has yet been reached in the litigation connected with the lease by this Company of the St. Louis, Alton and Terre Haute Railroad.

The earnings of this road from freight traffic show an increase, but the expenses were more than proportionately augmented, so that the net earnings show a decrease of \$21,968.95. The deficit for the year in meeting its liabilities was as already noted, \$77,699.35.

The betterment expenditures of \$24,583.42 were made upon bridges, grading and right of way.

The tonnage of the road shows an increase of 184,060 tons, mainly in coal, live stock, grain, and iron and steel rails. The

earnings per ton per mile show a slight decrease, and the cost a slight increase, so that the net earnings per ton per mile were reduced from  $\frac{46}{100}$  cents to  $\frac{38}{100}$  cents. There was an improvement both in the load hauled per car and per train.

The passenger traffic shows a slight increase in revenue.

## ST. LOUIS, ALTON AND TERRE HAUTE RAILROAD.

### EARNINGS.

	1880.	1879.	Increase.	Decrease.	Per Cent.
Freights, . . . .	\$945,240 19	\$643,367 54	\$301,872 65	. . . .	46 $\frac{84}{100}$
Passengers, . . .	312,904 50	271,941 77	40,962 73	. . . .	15 $\frac{8}{100}$
Express, . . . .	22,523 95	19,835 16	2,688 79	. . . .	13 $\frac{55}{100}$
Mails, . . . .	20,344 08	26,986 32	. . . .	\$6,642 24	24 $\frac{41}{100}$
Rent of Railway,	107,983 45	69,205 76	38,777 69	. . . .	56 $\frac{3}{100}$
Rents, . . . .	8,015 23	8,614 32	. . . .	599 09	6 $\frac{98}{100}$
Miscellaneous, .	651 60	72 40	579 20	. . . .	. . .
Totals, . . . .	\$1,417,663 00	\$1,040,023 27	\$377,639 73	. . . .	36 $\frac{31}{100}$

### EXPENSES.

	1880.	1879.	Increase.	Decrease.	Per Ct.
Conduct'g Transp'n,	\$349,812 20	\$240,257 19	\$109,555 01	. . .	45 $\frac{52}{100}$
Motive Power, . .	272,030 54	175,871 56	96,158 98	. . .	54 $\frac{87}{100}$
Maint. of Way, . .	193,640 15	160,905 46	32,734 69	. . .	20 $\frac{84}{100}$
Maint. of Cars, . .	103,181 47	58,709 53	44,471 94	. . .	75 $\frac{74}{100}$
General Expenses,	62,059 16	101,276 84	. . .	\$39,217 68	38 $\frac{73}{100}$
Totals, . . . .	\$980,723 52	\$737,020 58	\$243,702 94	. . .	33 $\frac{8}{100}$

# NET EARNINGS.

	1880.	1879.	Increase.	Decrease.	Per Ct.
	\$436,939 78	\$303,002 69	\$133,936 79	. . .	44 <sup>20</sup> / <sub>100</sub>
Less Pool Payments,	826 75	6,122 67	. . .	\$5,295 92	86 <sup>80</sup> / <sub>100</sub>
Totals, . . . .	\$436,112 73	\$296,880 02	\$139,232 71	. . .	46 <sup>80</sup> / <sub>100</sub>

# RENTAL.

1880.	1879.
\$450,000 00	\$450,000 00

# LOSS.

1880.	1879.	Decrease.	Per Ct.
\$13,887 27	\$153,119 98	\$139,232 71	90 <sup>88</sup> / <sub>100</sub>

This line shows an increase in gross earnings for the year of over 36 per cent., or \$377,639.73, with an increase in expenses of \$243,702.94.

Its tonnage increased to 781,654 tons, a gain of 45 per cent. over the preceding year, principally in grain, coke, live stock, and iron and steel rails. The revenue and cost per ton per mile vary but slightly from the preceding year. The haul per train shows a marked improvement over the preceding year. The passenger traffic also increased in volume, the net result per passenger per mile being the same as in 1879.

# CINCINNATI, RICHMOND AND FORT WAYNE RAILROAD.

## EARNINGS.

	1880.	1879.	Increase.	Decrease.	Per Cent.
Freights, . . . . .	\$242,846 09	\$210,085 71	\$32,760 38	. . .	15.58 100
Passengers, . . . . .	117,571 50	98,599 42	18,972 08	. . .	19.34 100
Express, . . . . .	4,981 30	6,045 96	. . .	\$1,064 66	17.81 100
Mails, . . . . .	5,435 30	5,163 34	271 96	. . .	5.28 100
Miscellaneous, . . .	1,934 00	2,172 28	. . .	238 28	10.87 100
Totals, . . . . .	\$372,768 19	\$322,066 71	\$52,053 31	. . .	16.18 100

## EXPENSES.

	1880.	1879.	Increase.	Per Cent.
Conducting Transportation, . .	\$77,804 96	\$63,274 41	\$14,530 55	22.98 100
Motive Power, . . . . .	71,019 28	54,684 25	16,335 03	29.87 100
Maintenance of Way, . . . .	111,523 28	100,113 69	11,409 59	11.32 100
Maintenance of Cars, . . . .	6,356 37	4,743 67	1,612 70	34
General Expenses, . . . . .	17,569 86	16,717 91	851 95	5.18 100
Totals, . . . . .	\$284,273 75	\$239,533 93	\$44,739 82	18.88 100

## NET EARNINGS.

	1880.	1879.	Increase.	Per Cent.
	\$88,494 44	\$82,532 78	\$5,961 66	7.22 100

# INTEREST ON BONDS.

1880.	1879.	Increase.	Per Cent.
\$159,458 32	\$156,677 28	\$2,781 04	1.77 100

## LOSS.

1880.	1879.	Increase.	Decrease.	Per Cent.
\$70,963 88	\$74,144 50	. . .	\$3,180 62	4.29 100

This line being leased to the Grand Rapids and Indiana Railroad, the details of its operation are included in the report of that Company.

The result for the year, as will be seen, was a deficit of \$70,963.88 for two-thirds of which, or \$47,309.25, your Company and the Grand Rapids and Indiana Company are responsible in equal proportions.

## GENERAL REMARKS.

It will be noted from the General Account of the Company, that the amount of your capital stock outstanding at the end of the year was \$12,000,000; the change thus shown being due to the fact that since your last report your Company had issued to the Pennsylvania Railroad Company in exchange for the stock held by it in the Newport and Cincinnati Bridge, \$1,000,000 of your Common Stock, and had also issued to that Company \$8,000,000 of Common in exchange for the Preferred Stock held by it. It will also be noted from your General Account that there were but \$5,000,000 of your 6 per cent. debentures outstanding at the close of the year, \$1,400,000 having been paid off in 1880.

Since the close of the year the debentures then outstanding have been surrendered by the holders, in exchange for an equal amount of your Common Stock: and an additional issue of \$3,000,000 thereof made in payment for \$1,200,000 of bonds of the Newport and Cincinnati Bridge, and \$1,939,000 of the stock of the Jeffersonville, Madison and Indianapolis Railroad Company, so that your full paid capital stock now amounts to \$20,000,000. To enable your Company to provide the necessary means to carry out the objects of its organization, and to take advantage of any opportunity that might offer to reduce the interest on the obligations of lines for which it is now or might hereafter become responsible, a General Mortgage has been executed securing bonds to the amount of \$20,000,000, bearing interest at  $4\frac{1}{2}$  per cent. per annum: \$10,000,000 of these bonds bearing the guarantee principal and interest of the Pennsylvania Railroad Company have recently been sold and the proceeds thereof paid into your Treasury.

Through the operations of the Sinking Fund there were redeemed during the year \$79,000 of your 6 per cent. bonds secured by a collateral pledge of Pittsburgh, Ft. Wayne and

Chicago Railway stock, and pending the question of the liability of these bonds for State Tax \$11,000 more have been purchased, which are held by the Trustees as a Special Fund, leaving outstanding at the close of the year \$2,901,000.

It will be noted from the account that your Company has no floating debt.

Your Board congratulate the shareholders upon the result of the operations of the year. In addition to redeeming the debentures as hereinbefore noted, a cash dividend of 4 per cent. was paid upon the Capital Stock outstanding at the end of the year, and a proper surplus passed to the credit of Profit and Loss.

All your lines show a marked improvement in earnings, while the percentage of expenses compares favorably with the preceding year. The passenger traffic was very heavy, there being 553,356 more passengers carried over the northern lines in 1880 than in 1879, and the freight traffic of the same lines shows an increase of 624,874 tons. There was a general increase in the cost per ton and per passenger per mile; and while the passenger earnings show a reduction, the additional revenue per ton from freight slightly exceeded the increased cost, so that the net result was an increased profit from its transportation.

The roadway and equipment of your lines are generally in an excellent condition. The steady replacement of iron by steel rails, the improvement in the ballasting, and the substitution of more efficient motive power and car equipment, are showing their results each year in a more economical movement of your traffic. There were laid during the year on the Northwestern Lines operated directly in your interest 6,696 tons of steel. Your attention is especially called to the annexed balance sheet and to the statements showing the tonnage moved and the number of passengers carried upon your lines and the mileage of the same, and also the earnings and expenses and profit on each of the lines per ton and per passenger per mile.

In presenting this report it is with deep regret that your Board have to note the death of Mr. Thomas A. Scott who had been President of your Company and also a member of your Board from its organization until the 1st of June 1880.

The circumstances which compelled his retirement at that time are so well known that it is unnecessary to recur to them in detail; but Mr. Scott's untimely death within the last few weeks has deepened the regret with which his associates parted from him when failing health compelled his withdrawal from your counsels. No one was more closely identified with the past history of your Company than Mr. Scott, and no one labored more faithfully to advance its interest and promote its welfare; and in making this brief record, it is but just that full credit should be given him for his unwearying labors in your behalf and his untiring devotion to the interest which he so ably represented.

The Board desire to acknowledge the faithful and efficient manner in which the officers and employes upon the various lines operated and controlled by your Company have performed the duties devolving upon them during the past year.

By order of the Board of Directors.

G. B. ROBERTS,  
*President.*

COMPTROLLER'S STATEMENT.



# STATEMENT No. 1.

*Tons of Freight Moved.*

	1880.	1879.	Increase.	Decrease.	Per Cent.
Pittsburgh, Ft. Wayne and Chicago Railway, . .	3,865,675	3,679,382	186,293	. . .	5 $\frac{8}{100}$
New Castle and Beaver Valley Railroad, . . .	1,225,345	1,015,367	209,978	. . .	20 $\frac{88}{100}$
Lawrence Railroad, . .	683,904	700,014	. . .	16,110	2 $\frac{30}{100}$
Erie and Pittsburgh Railroad, . . . . .	795,664	723,233	72,431	. . .	10 $\frac{1}{100}$
North Western Ohio Railway, . . . . .	228,748	239,727	. . .	10,979	4 $\frac{58}{100}$
Ashtabula and Pittsburgh Railway, . . . . .	463,900	439,682	24,218	. . .	5 $\frac{51}{100}$
Cleveland and Pittsburgh Railroad, . . . . .	1,969,230	1,810,187	159,043	. . .	8 $\frac{79}{100}$
Jeffersonville, Madison and Indianapolis Railroad, . . . . .	1,988,669	1,759,949	228,720	. . .	13
Indianapolis and Vincennes Railroad, . .	178,474	160,746	17,728	. . .	11 $\frac{8}{100}$
Totals, . . . . .	11,399,609	10,528,287	871,322	. . .	8 $\frac{28}{100}$

## STATEMENT No. 2.

*Tons of Freight Moved One Mile.*

	1880.	1879.	Increase.	Decrease.	Per Cent.
Pittsb'gh, Ft. Wayne and Chicago R'y,	806,257,399	803,083,260	3,174,139	. . .	0.40
New Castle and Beaver Valley Railroad, . . .	15,008,425	11,598,792	3,409,633	. . .	29.40
Lawrence Railroad,	9,915,163	9,196,488	718,675	. . .	7.81
Erie and Pittsburgh Railroad, . . .	45,168,480	42,245,493	2,922,987	. . .	6.82
North West'n Ohio Railway, . . .	15,660,368	17,456,213	. . .	1,795,845	10.20
Ashtabula and Pitts- burgh Railway, .	20,370,516	21,422,897	. . .	1,052,381	4.81
Cleveland and Pitts- burgh Railroad, .	172,535,850	164,675,804	7,860,046	. . .	4.77
Jeffersonville, Mad- ison and Indian- apolis Railroad,	62,991,880	53,404,508	9,587,372	. . .	17.85
Indianapolis and Vincennes Rail- road, . . . . .	13,752,345	13,206,874	545,471	. . .	4.13
Totals, . . . . .	1,161,660,426	1,136,290,329	25,370,097	. . .	2.21

# STATEMENT No. 3.

## *Passengers Carried.*

	1880.	1879.	Increase.	Decrease.	Per Cent.
Pittsburgh, Ft. Wayne and Chicago Railway, . .	2,596,615	2,254,341	342,274	. . .	15 $\frac{12}{100}$
New Castle and Beaver Valley Railroad, . . .	121,956	105,464	16,492	. . .	15 $\frac{64}{100}$
Lawrence Railroad, . .	39,872	35,829	4,043	. . .	11 $\frac{3}{100}$
Erie and Pittsburgh Railroad, . . . . .	166,364	127,670	38,694	. . .	30 $\frac{81}{100}$
North Western Ohio Railway, . . . . .	103,158	85,725	17,433	. . .	20 $\frac{34}{100}$
Ashtabula and Pittsburgh Railway, . . . . .	76,905	56,511	20,394	. . .	36 $\frac{8}{100}$
Cleveland and Pittsburgh Railroad, . . . . .	809,505	695,479	114,026	. . .	16 $\frac{40}{100}$
Jeffersonville, Madison and Indianapolis Railroad, . . . . .	779,266	648,332	130,934	. . .	20 $\frac{20}{100}$
Indianapolis and Vincennes Railroad, . .	122,793	85,011	37,782	. . .	44 $\frac{44}{100}$
Totals, . . . . .	4,816,434	4,094,362	722,072	. . .	17 $\frac{64}{100}$

# STATEMENT No. 4.

*Passengers Carried One Mile.*

	1880.	1879.	Increase.	Decrease.	Per Cent.
Pittsburgh, Ft. Wayne and Chicago Railway, . .	104,287,111	86,406,476	17,880,635	. . .	20 $\frac{70}{100}$
New Castle and Beaver Valley Railroad, . . .	1,231,306	1,055,331	175,975	. . .	16 $\frac{68}{100}$
Lawrence Railroad, . .	491,659	437,769	53,890	. . .	12 $\frac{81}{100}$
Erie and Pittsburgh Railroad, . . . . .	2,966,648	2,621,680	344,968	. . .	13 $\frac{16}{100}$
North Western Ohio Railway, . . . . .	2,287,945	1,969,199	318,746	. . .	16 $\frac{10}{100}$
Ashtabula and Pittsburgh Railway, . . . . .	1,082,792	822,335	260,457	. . .	31 $\frac{67}{100}$
Cleveland and Pittsburgh Railroad, . . . . .	18,083,711	16,624,524	1,459,187	. . .	8 $\frac{71}{100}$
Jeffersonville, Madison and Indianapolis Railroad, . . . . .	15,165,155	12,267,788	2,897,367	. . .	23 $\frac{82}{100}$
Indianapolis and Vincennes Railroad, . .	3,006,942	2,236,259	770,683	. . .	34 $\frac{10}{100}$
Totals, . . . . .	148,603,269	124,441,361	24,161,908	. . .	10 $\frac{84}{100}$

# STATEMENT No. 5.

EARNINGS AND EXPENSES PER TON AND PASSENGER PER MILE—1880 AND 1879.

	Pittsburgh, Ft. Wayne and Chicago Railway.		Newcastle & Beaver Valley Railroad.		Lawrence Railroad.		Erie and Pittsburgh Railroad.		Cleveland and Pittsburgh Railroad.		Ashtabula and Pittsburgh Railway.		North Western Ohio Railway.		Jeffersonville, Madison and Indianapolis Railroad.		Indianapolis and Vincennes Railroad.	
	1880	1879	1880	1879	1880	1879	1880	1879	1880	1879	1880	1879	1880	1879	1880	1879	1880	1879
Length of Road, . . . . .	468		15		22		100		225		62		86		186		117	
Years, . . . . .	1880	1879	1880	1879	1880	1879	1880	1879	1880	1879	1880	1879	1880	1879	1880	1879	1880	1879
Earnings per ton, cents, . . . . .	.92	.76	1.87	1.88	1.69	1.71	1.09	1.10	1.23	1.14	1.21	1.04	1.08	.81	1.40	1.47	1.60	1.58
Cost per ton, cents, . . . . .	.51	.44	.66	1.05	.82	.82	.83	.77	.62	.59	.73	.69	.91	.89	.82	.90	1.18	1.16
Profit per ton, cents, . . . . .	.41	.32	1.21	.83	.87	.89	.26	.33	.61	.55	.48	.35	.17	.08	.58	.57	.42	.42
Earnings per passenger, cents, . . . . .	2.16	2.23	3.11	3.24	2.75	2.79	3.23	3.19	2.62	2.64	2.69	2.77	2.68	2.74	2.74	2.92	3.36	3.44
Cost per passenger, cents, . . . . .	1.20	1.14	2.06	3.05	4.77	4.55	3.16	3.34	1.94	1.82	3.88	4.24	3.70	3.18	2.16	2.22	3.90	3.65
Profit per passenger, cents, . . . . .	0.96	1.09	1.05	.19	2.02	1.76	0.07	0.15	.68	.82	1.19	1.47	1.02	.44	.58	.70	.54	.21

# STATEMENT No. 4.

## *Passengers Carried One Mile.*

	1880.	1879.	Increase.	Decrease.	Per Cent.
Pittsburgh, Ft. Wayne and Chicago Railway, . .	104,287,111	86,406,476	17,880,635	. . .	20 $\frac{70}{100}$
New Castle and Beaver Valley Railroad, . . .	1,231,306	1,055,331	175,975	. . .	16 $\frac{88}{100}$
Lawrence Railroad, . .	491,659	437,769	53,890	. . .	12 $\frac{81}{100}$
Erie and Pittsburgh Railroad, . . . . .	2,966,648	2,621,680	344,968	. . .	13 $\frac{16}{100}$
North Western Ohio Railway, . . . . .	2,287,945	1,969,199	318,746	. . .	16 $\frac{18}{100}$
Ashtabula and Pittsburgh Railway, . . . . .	1,082,792	822,335	260,457	. . .	31 $\frac{67}{100}$
Cleveland and Pittsburgh Railroad, . . . . .	18,083,711	16,624,524	1,459,187	. . .	8 $\frac{78}{100}$
Jeffersonville, Madison and Indianapolis Railroad, . . . . .	15,165,155	12,267,788	2,897,367	. . .	23 $\frac{82}{100}$
Indianapolis and Vincennes Railroad, . .	3,006,942	2,236,259	770,683	. . .	34 $\frac{46}{100}$
Totals, . . . . .	148,603,269	124,441,361	24,161,908	. . .	10 $\frac{84}{100}$

# STATEMENT No. 5.

EARNINGS AND EXPENSES PER TON AND PASSENGER PER MILE—1880 AND 1879.

	Pittsburgh, Ft. Wayne and Chicago Railway.		Newcastle & Beaver Valley Railroad.		Lawrence Railroad.		Erie and Pittsburgh Railroad.		Cleveland and Pittsburgh Railroad.		Ashtabula and Pittsburgh Railway.		North Western Ohio Railway.		Jeffersonville, Madison and Indianapolis Railroad.		Indianapolis and Vincennes Railroad.	
Length of Road, . . . . .	468		15		22		100		225		62		86		186		117	
Years, . . . . .	1880	1879	1880	1879	1880	1879	1880	1879	1880	1879	1880	1879	1880	1879	1880	1879	1880	1879
Earnings per ton, cents, . . . . .	.92	.76	1.87	1.88	1.69	1.71	1.09	1.10	1.23	1.14	1.21	1.04	1.08	.81	1.40	1.47	1.60	1.58
Cost per ton, cents, . . . . .	.51	.44	.66	1.05	.82	.82	.83	.77	.62	.59	.73	.69	.91	.89	.82	.90	1.18	1.16
Profit per ton, cents, . . . . .	.41	.32	1.21	.83	.87	.89	.26	.33	.61	.55	.48	.35	.17	Loss	.58	.57	.42	.42
Earnings per passenger, cents, . . . . .	2.16	2.23	3.11	3.24	2.75	2.79	3.23	3.19	2.62	2.64	2.69	2.77	2.68	2.74	2.74	2.92	3.36	3.44
Cost per passenger, cents, . . . . .	1.20	1.14	2.06	3.05	4.77	4.55	3.16	3.34	1.94	1.82	3.88	4.24	3.70	3.18	2.16	2.22	3.90	3.65
Profit per passenger, cents, . . . . .	0.96	1.09	1.05	.19	2.02	1.76	0.07	0.15	.68	.82	1.19	1.47	1.02	Loss	.58	.70	Loss	Loss

# PENNSYLVANIA COMPANY.—*In General Account, December 31st, 1880.*

DR.

CR.

Securities, . . . . .	\$15,921,611 26
Bills receivable, . . . . .	220,184 20
Equipment, . . . . .	982,117 90
Real estate, . . . . .	711,731 64
Union Line property, . . . . .	2,606,304 03
Due for betterments to leased roads, . . . . .	1,103,819 08
Due by other companies, . . . . .	1,357,438 45
Due by station agents, . . . . .	1,471,133 98
Stock of supplies, . . . . .	948,132 17
Miscellaneous assets, . . . . .	192,592 96
Cash, . . . . .	1,286,438 54
Advanced to pay gold coupons from first mortgage bonds Grand Rapids and Indiana Railroad Company, . . . . .	137,502 02
Purchase of liens on real estate bought by C., C. & I. C. R'y Co., . . . . .	48,485 87
Sinking fund for registered six per cent. bonds, secured by Guar'd sp'l stock P., Ft. W. & C. R'y Co., . . . . .	299,000 00
Philadelphia Trust, Safe Deposit and Insurance Co., Trustees, . . . . .	11,758 97

## *Sinking Funds for Leased Roads.*

First mortgage bonds P., Ft. W. & C. R'y Co., . . \$511,875 00	
Second mortgage bonds P., Ft. W. & C. R'y Co., 593,100 00	
Consolidated mortgage bonds Clev. & Pitts. R. R. Co., 395,032 00	
Construction and equipment bonds Clev. & Pitts. R. R. Co., . . . . .	123,396 68
First mortgage bonds J. M. & I. R. R. Co., . . . . .	122,485 67
Total, . . . . .	1,655,889 35

\$28,954,140 42

Capital stock, . . . . .	\$12,000,000 00
Judgment six per cent. bonds outstanding, . . . . .	5,000,000 00
Registered six per cent. bonds, secured by guar. sp'l stock of P., Ft. W. & C. R'y Co., issued, . . . . .	3,200,000 00
Due lessor companies for supplies, . . . . .	831,831 58
Due to other companies, . . . . .	1,002,523 71
Due for current expenditures in operating leased roads, . . . . .	1,938,967 12
Miscellaneous liabilities, . . . . .	221,120 17
Interest due and unpaid on six per cent. registered bonds, . . . . .	1,485 00
Interest due and unpaid on judgment bonds, . . . . .	150,000 00

Reserved fund, leased roads, . . . . .	1,655,889 35
Balance to credit of profit and loss account, . . . . .	3,059,323 49
	\$28,954,140 42

E. & O. E., PITTSBURGH, PA., February 14th, 1881.

Approved—JNO. E. DAVIDSON, *Assistant Comptroller.*

N. B. PALMER, *General Accountant.*